The Hong Kong Daily Press.

No. 8710 號十一百七千八第 光緒十一年十月十五日 HONGKONG, SATURDAY, NOVEMBER 21st, 1885. 六拜禮 號一十二月一十英香港 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

November 19, SIGNAL, German steamer, 835, L. A. Hundewadt, Pakhoi 15th November, and Hoihow 18th, General.—SIEMSSEN & Co.

November 20, LORNE, British steamer, 1,034, Hunter, Saigon 13th November, Paddy.—CHINESE.

November 20, BENGLOE, British steamer, 1,198, Webster, London via Antwerp, and Singapore 12th November, General.—GIBB, LIVINGSTON & Co.

November 20, CANTON, British steamer, 1,110, Balbernie, Wuhu 17th November, Rice.—JARDINE, MATHESON & Co.

November 20, PRINZ GEORG, German steamer, 2,394, H. Pfeiff, London, and Singapore 12th November, General.—RUSSELL & Co.

November 20, ANTENOR, British steamer, 1,600, Bragg, Liverpool 3rd October, and Singapore 14th Nov., General.—BUTTERFIELD & SWIRE.

November 20, NAMOA, British steamer, 832, Goo. Westoby, Foochow 17th November, Amoy 18th, and Swatow 19th, General.—DOUGLAS LAPRAIK & Co.

November 20, ASZINGTON, British steamer, 809, Hepworth, from Whampoa, General.—SIEMSSEN & Co.

November 20, KWONG-WAI, Chinese str., 400, J. W. Lowson, from Canton.—CAPTAIN.

November 20, PATROCLUS, British str., 1,386, Thompson, Shanghai 14th November, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
20TH NOVEMBER.

Amatista, British str., for Amoy.
Signal, German str., for Hoihow.

DEPARTURES.

November 20, DOUGLAS, British steamer, for Swatow.
November 20, FERO, German str., for Whampoa.
November 20, CANTON, British str., for Whampoa.
November 20, MALWA, British str., for Shanghai.
November 20, MILTON, British str., for Canton.
November 20, WHAMPOA, British str., for Australia.
November 20, LA PEROUSE, French cruiser, for Singapore and Madagascar.

PASSENGERS.

ARRIVED.

Per *Lorne*, str., from Saigon.—123 Chinese.
Per *Signal*, str., from Pakhoi, &c.—Mr. and Mrs. Tonhin and child, and 176 Chinese.
Per *Bengloe*, str., from London, &c.—40 Chinese, from Singapore.
Per *Prinz Georg*, str., from London, &c.—300 Chinese, from Singapore.
Per *Antenor*, str., from Liverpool, &c.—125 Chinese from Singapore.
Per *Namoa*, str., from Coast Ports.—Messrs. Dodd and Davidson, and 87 Chinese.
Per *Patroclus*, str., from Shanghai.—150 Chinese.

REPORTS.

The British steamer *Bengloe* reports from London via Antwerp, and Singapore on the 12th November, and had strong breeze and high sea throughout.

The British steamer *Antenor* reports left Liverpool on the 3rd Oct., and Singapore on the 14th Nov. From Singapore to Pulo Sapatu moderate and squally weather; from thence to port strong N.E. monsoon and heavy head sea.

The British steamer *Lorne* reports left Saigon on the 13th November. From Cape St. James to Padaran strong N.E. winds; from Padaran to Paracells very strong N.E. and N.N.E. winds and high confused sea with heavy squalls; thence to port strong N.E. winds and high sea.

The British steamer *Namoa* reports left Foochow on the 17th November, and experienced N.E. winds and cloudy weather to Amoy. Left Amoy on the 18th and Swatow on the 19th. From Amoy to Swatow and thence to port moderate N. to N.E. winds and fine weather. In Foochow H.M.S. *Firebrand*, strs. *Nanzing* and *Fu-yew*, and one German gunboat. In Amoy strs. *Glucksburg*, *Duburg*, and *Hoilong*. In Swatow strs. *Swatow*, *Straits of Gibraltar* and *Gulf of Suez*.

AMOY SHIPPING.

November— ARRIVALS.
14, Ajax, British str., from Hongkong.
15, Duburg, German str., from Hongkong.
15, Thales, British str., from Taiwanfoo.
15, Amatista, British str., from Hongkong.
15, Fokien, British str., from Tamsui.
16, Gulf of Suez, British str., from Shanghai.
November— DEPARTURES.
16, Faugh Balaugh, German 3-m. sch., from Kelung.
17, Hoihow, British str., from Shanghai.
14, Ajax, British str., for Shanghai.
14, Diamante, British str., for Manila.
14, Don Juan, Spanish str., for Manila.
14, Bracadale, British str., for Swatow.
16, Rambler, British g-bt., for Hongkong.
16, Amatista, British str., for Hongkong.
16, Thales, British str., for Swatow.
17, Fokien, British str., for Tamsui.

FOOCHOW SHIPPING.

November— ARRIVALS.
7, Pembrokeshire, Brit. str., from Shanghai.
7, Nanzing, British str., from Shanghai.
7, Haiphong, British str., from Hongkong.
8, Helena, British bark, from Swatow.
9, Nestor, British str., from Shanghai.
9, Djigit, Russian corv., from Wladivostock.
10, Douglas, British str., from Hongkong.
12, Haeshin, Chinese str., from Shanghai.
November— DEPARTURES.
8, Glenogle, British str., for London.
10, Pembrokeshire, British str., for London.
10, Haiphong, British str., for Hongkong.
11, Nanzing, British str., for Shanghai.
11, Nestor, British str., for London.
12, Douglas, British str., for Hongkong.
12, John Knox, British str., for Shanghai.

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Florence	Cardiff	June 9
Mohawk	New York	June 11
Lucile	New York	June 16
Undine	L'pool via Cardiff	June 22
Arabia	New York	June 26
C. F. Sargent	Penarth	July 13
Great Surgeon (s.)	Cardiff	July 18
Carondelet	Cardiff	July 18
John Currier	Penarth	July 25
Heela	Cardiff	Aug. 12
Wilhelm Anton	Cardiff	Aug. 14
Klyde (s.)	Liverpool	Aug. 16
Afghar (s.)	Glasgow	Aug. 16
Ellen A. Reed	Cardiff	Aug. 21
Edwin Reed	Cardiff	Aug. 27
Agenor	New York	Aug. 28
Catherstone (s)	Antwerp	Aug. 31
McNear	Penarth	Sept. 2
Sussex (s.)	Cardiff	Sept. 2
Augusta	Cardiff	Sept. 7
Decima (s.)	Cardiff	Sept. 22
Hesperia (s.)	Hamburg	Oct. 1
Glenlyon (s.)	London	Oct. 5
Strakund	St. Nazaire	Oct. 23
Ems	London	Oct. 28

INTIMATIONS.

LANE, CRAWFORD & Co.

FOR SALE.

STEEL TRAVELLING TRUNKS.
STEEL BERTH BOXES.
NEW FENDERS AND FIRE-IRONS.
BRASS DRAWING-ROOM ASH-PANS.
ARTISTIC TILE HEARTHS.
NEW COAL VASES.
DECORATED TOILET SETS.
BEDROOM HOT-WATER CANS.
"RECHAUD" STOVES & KETTLES.
AGATE WARE COOKING UTENSILS.
BLACKWARE OF ALL KINDS.

ALSO

A NEW SUPPLY OF
TENNIS BATS.

LANE, CRAWFORD & Co.
Hongkong, 13th November, 1885. [26

W. BREWER has just opened
A Magnificent Assortment of Hand Painted Christmas and New Year Cards of entirely new designs.
Yo Old English Greeting Cards.
Shakespeare New Year Cards in old style.
Boys' Own Annual; Girls' Own Annual.
Every Boy's Annual.
Every Girl's Annual, and a quantity of New illustrated Children's Books.
With the Stream Waltz, by Marsials.
Our Last Waltz Song—Molloy.
Beethoven's and Mozart's Sonatas, complete.
Violin, Banjo, and Guitar Strings.
Our Dear Neighbours—Max O'Rell.
Cheap Sketching Blocks.
A Magnificent Assortment of Parisian Dolls, Singing, Sleeping, Talking.
The New Cats Head Menu Cards, and a great variety of new designs in Menus and Ball Programmes.
Boxes of Imitation Cards and Envelopes.
A splendid display of Photographic Albums at very cheap rates.
A large variety of Inkstands, Pocket Books, Purses, Ladies' Companions and other useful Goods.
Lett's Diaries; Smith's Diaries.
Kate Greenaway's Almanack.
North China Date Blocks.
Handsome Ladies' Indoor Shoes.
Men's Patent and Calf Shoes.
Men's Elastic Side Boots.
W. BREWER, Queen's Road.
UNDER HONGKONG HOTEL. [25

JAPAN! JAPAN!! JAPAN!!!

☞ IMPORTANT NOTICE.

KUHN & Co.'s,
FINE ART GALLERY.

IS NOW OPEN
IS NOW OPEN
IS NOW OPEN.

KUHN & Co. beg to announce that a portion of their GOODS are NOW READY FOR INSPECTION in the Shops under the Hongkong Hotel. This splendid Collection of Japanese products were originally intended for the Bombay Exhibition, but that having been abandoned they will be exhibited and offered for sale FOR A FEW WEEKS ONLY, commencing on the 20th instant.

KUHN & Co. crave the indulgence of the Hongkong Community for all shortcomings in the arrangement of the EXHIBITS, the space at their disposal being limited, and as they have had a very short time in which to make preparations.

The SHOPS will remain OPEN each EVENING until 10 P.M.

(To our Exhibits at the Calcutta International Exhibition 1883-4 have been awarded 12 GOLD, 5 SILVER, and 4 BRONZE MEDALS with First-class Certificates of Merit).

Hongkong, 20th November, 1885. [2063

GEORGE CARTER STENT, Deceased.

NOTICE is hereby given that all Persons having any CLAIMS upon the Estate of GEORGE CARTER STENT, late of Takow, in the Island of Formosa, of the Chinese Imperial Maritime Customs Service, Deceased, who died at Takow aforesaid, on the 1st day of September, 1884, and of whose Personal Estate and Effects Letters of Administration (with the Will annexed) were granted by Her Britannic Majesty's Supreme Court for China and Japan, on the 9th day of November, 1885, to ROBERT ERNEST WAINEWRIGHT, of Shanghai, in the Empire of China, Solicitor, are hereby required to send particulars of their Claims to the said Administrator on or before the 1st day of January, 1886, after which day the said Administrator will proceed to pay over the Assets of the said Deceased to the parties entitled thereto, having regard only to the Claims of which he shall then have had notice, and the said Administrator shall not be answerable for the Assets so paid over, or any part thereof, to any person of whose Claim he shall not then have had notice.

AND NOTICE is hereby also given that all Persons indebted to the said Estate are hereby required to make immediate payment to the said Administrator.

Dated this Tenth day of November, 1885.
R. E. WAINEWRIGHT,
2049] Administrator.

GEORGE GOULET CHAMPAGNE.
PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [194

NOTICES OF FIRMS.

NOTICE.

THE INTEREST and RESPONSIBILITY of MR. YEONG CHIT HUNG in our Firm CEASED from the 14th instant.
BUN GUAN LEONG,
60, Bonham Strand West.
Hongkong, 19th November, 1885. [2058

NOTICE.

MR. WILLIAM SISSON HUNTER, late of the Victoria Dispensary, having taken CHARGE of the HONGKONG PHARMACY, the Firm representing the Pharmacy shall in future be under the Style of HUNTER & Co.
WOODFORD & Co.
Hongkong, 2nd November, 1885. [1947

NOTICE is hereby given that on the 3rd day of June last, YEUNG YUK CHI and his Son YEUNG HEE KUM (the latter having been the Manager) retired from the Business of the HOO TAI LOONG SHOP, No. 50, Praya Central, and Sold all their own Shares of the Business to YEUNG MING LAI TONG who had been until then Partners or Shareholders. Settlement of Accounts has been made. The said YEUNG MING LAI TONG will not hold themselves Responsible for any Debts, Old or New, contracted by the said YEUNG YUK CHI or his Son YEUNG HEE KUM.

Creditors and Debtors are also hereby requested to send their contracts to be signed by YEUNG TSO MAN, YEUNG MAN FUNG, and YEUNG KING SHAN, or certified by the putting on the same documents of the Chop of HOO TAI LOONG MING KEE.
Hongkong, 12th August, 1885. [1470

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL ..... £2,000,000.
PAID UP ..... £ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.
H. A. HERBERT,
Manager, Hongkong Branch.
Hongkong, 6th July, 1885. [8

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	500,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—HON. F. D. SASSOON.
Deputy Chairman—A. MCIVER, Esq.
H. L. Dalrymple, Esq. | E. E. Sassoon, Esq.
H. Hoppius, Esq. | W. H. Forbes, Esq.
M. Grote, Esq. | C. D. Bettomley, Esq.
Hon. W. Keswick. | A. P. McEwen, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, 24th August, 1885. [6

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 8th May, 1885. [893

INTIMATIONS.

THE HARDEN "STAR" HAND GRENADE FIRE EXTINGUISHER.

THE Undersigned, having just arrived, is prepared to fill all Orders for the above GRENADE. It is the Cheapest, Simplest and Best Known FIRE EXTINGUISHER IN THE WORLD, having been used in England and America with the greatest success for the past year, and having extinguished over 800 Actual Fires, thereby saving millions of dollars worth of property.

These GRENADES are sold at $16.00 per case of one dozen each, and no Grenades sold less than dozen Lots.

Send all orders to
E. CLARK,
Hongkong Hotel.
Hongkong, 22nd September, 1885. [1722

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 26th August, 1885. [1549

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1884.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st October, 1885. [1783

NOTICE.

THE Undersigned, in returning thanks to the Community of Hongkong and Southern Out-ports for their support during the last Season, begs to notify them that she will be prepared on and after the 1st of November to supply
GAME, GAME PIES, SAUSAGES, BRAWN, ENGLISH PORK FRESH AND PICKLED;
CORNED AND FRESH MEAT.
Every attention given to careful packing, and the utmost despatch guaranteed in shipment.
LAVINIA HOPKINS,
Corner of Sze-chuen and Ningpo Roads.
Shanghai, 26th October, 1885. [1970

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
ON ACCOUNT OF THE CONCERNED,
THIS DAY,
the 21st November, at NOON, at the Kowloon Godowns,
ABOUT 1,100 TONS TAKOO COALS.

For the convenience of intending Purchasers, a Steam Launch will leave Peddar's Wharf for Kowloon at 11.45 A.M.
TERMS OF SALE.—As Customary.
E. JONES HUGHES,
Auctioneer.
Hongkong, 20th November, 1885. [2060

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 21st November, 1885, at 2 P.M., at his Sales Rooms, Queen's Road,
AN ASSORTMENT OF JAPANESE WARE, &c.,
Comprising:—
KAGA, KIOTO, TOKIO, and SATSUMA VASES, JARS, BOWLS, PLATES, CARD DISHES, INCENSE BURNERS, DINNER, DESSERT and TEA SETS, ENAMELLED WARE, BRONZES, IVORIES, EMBROIDERIES, and KIMONOS,
ALSO
AN INVOICE OF IMARY WARE,
Comprising:—
VASES from 12 inch to 72 inch high, &c., &c., &c.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 20th November, 1885. [2050

PARTICULARS OF PROPERTY.

TO be Sold by direction of the Registrar of the Supreme Court of Hongkong under a Writ of Execution issued in Suit Number 93, of 1883, wherein WONG YU CHUN is Plaintiff, and LEUNG ON, CHO YU TING, and others are Defendants and in pursuance of an Order made in the same Suit and dated the 31st day of August, 1883.

All the Share and Interest of the said CHO YU TING of and in an Indenture of Mortgage dated the 26th day of June, 1882, made between CHING SING YEONG of the one part, and the said CHO YU TING and others of the other part, and of and in the principal sum of $329,000 and interest thereby secured and of and in Sections C and D and The Remaining Portion of MARINE LOT No. 225, and of and in MARINE LOT Nc. 4s and 16c and Section B of MARINE LOT No. 236 the Property comprised in and now subject to such Indenture of Mortgage.

The above Property will be sold by Public Auction, on WEDNESDAY, the 2nd December, at THREE P.M., by Mr. J. M. ARMSTRONG, Auctioneer, at his Sales Rooms, Queen's Road.

The Purchaser shall immediately after the sale pay a deposit of Twenty-five per cent. of the purchase money into the hands of the Auctioneer, and shall pay the residue of his purchase money to ALFRED GASCOYNE WISE, the Acting Registrar, on or before the Fourteenth day of December, 1885.

Upon payment of the purchase money the Purchaser will receive from the Court a Certificate that he has purchased the Right Title and Interest of the said CHO YU TING in the said Mortgage and in the principal money and interest thereby secured and in the Property therein comprised and now subject to such Mortgage and the expenses of preparing and stamping such Certificate and of registering the same at the Land Office shall be borne and paid by the Purchaser.

Intending Purchasers can inspect a copy of the Mortgage at the Office of C. Ewens, Solicitor for the Plaintiff, and can by a search at the Land Office gain further particulars as to the nature of the property to be sold.

A Suit No. 24 of 1885, Between CHO YU TING and other Plaintiffs and YU SUI WAN, Defendant is now being prosecuted respecting the property and the rights of the various persons entitled and Mr. LEUNG ON has been appointed Receiver.

The property comprised in the said Indenture of Mortgage is all subject to prior Mortgages.
ALFRED G. WISE,
2072] Acting Registrar.

INTIMATIONS.

WANTED ON 1st DECEMBER NEXT.

A UNFURNISHED OR UNFURNISHED HOUSE, 5 ROOMS.
Apply by letter to X.,
Care of *Daily Press* Office.
Hongkong, 5th November, 1885. [1968

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

AN EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company is hereby called for WEDNESDAY, the 25th instant, at the HONGKONG HOTEL, at 3 O'CLOCK P.M., to decide as to whether the LAUNDRY be CLOSED or CARRIED ON.

R. C. HURLEY,
Secretary.
Hongkong, 12th November, 1885. [2015

HONGKONG RACES, 1886.

WEDNESDAY, THURSDAY, & FRIDAY, 24th, 25th, and 26th February, 1886.

THE HONGKONG DERBY.

THE HONGKONG DERBY, a SWEEPSTAKES of $20 each, half forfeit if declared on or before the date of Closing Entries, with $100 added for 1st Pony and $50 for 2nd; for all China Ponies *bona fide* Griffins at date of Entry (SATURDAY, 23rd January, 1886), FIRST PONY 70 per cent., SECOND PONY 20 per cent., THIRD PONY 10 per cent., Weight 10st. 10lbs. ONE-MILE-AND-A-HALF. Nominations Close on SATURDAY, 19th December, 1885, addressed to the CLERK OF THE COURSE, at the Hongkong Club.

By Order,
H. J. H. TRIPP.
Clerk of the Course.
Hongkong, 14th November, 1885. [2024

SHANGHAI PUBLIC SCHOOL.

UNDER THE AUSPICES OF THE MASONIC FRATERNITY.

THE COUNCIL are prepared to receive applications for the Posts of MASTER and MISTRESS of the above School.

Letters of applications enclosing Copies of Testimonials will be received by the Undersigned not later than the 21st December next.

Candidates are requested to state whether Married or Single.

JOHN MORRIS,
Hon. Secretary.
Shanghai, 11th November, 1885. [2032

TUITION.

MR. WILLIAM SWEETMAN, Teacher of LANGUAGES, will be glad to receive PUPILS. Under his new system MR. SWEETMAN can impart a fair knowledge of any European Language within three months. Arrangements are now being made to form DAY and EVENING CLASSES.

MR. SWEETMAN undertakes Translations in all European Languages and offers his Services as Interpreter.

Terms strictly moderate.

Apply to
COLLEGE CHAMBERS,
Wyndham Street.
Hongkong, 15th October, 1885. [2084

INSURANCES.

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED to ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 9th May, 1881. [17

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong 26th July, 1872. [11

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—
On First-class European Tenements ..... at ½ / Net per Annum.
On First-class Godowns, & Merchandise stored therein ..... at ⅜ % Net per Annum.
On Coals ..... at 1 % Net per Annum.
On Petroleum in licensed Godowns ..... at 1½ %, Net per Annum.
On First-class Chinese Tenements ..... at 2 % Net per Annum.
On Second-class Chinese Tenements ..... at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [15

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January 1882. [16

FIRE INSURANCE COMPANY, OF 1877. IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [195

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED) $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LUN YUEN,
Secretary.
HEAD OFFICE,
No. 2 Queen's Road West,
Hongkong, 14th March, 1881. [1684

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.
Hongkong, 5th November, 1883. [1963

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual Terms at Current Rates. All CONTRIBUTORS of Business whether Shareholders or not are entitled to Shares in the BONUS.

ADAMSON, BELL & Co.,
Agents.
Hongkong, July, 1885. [1277

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.
Hongkong, 12th May, 1881. [13

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.
Purely mutual; all profits belong to Policy-holders and apportionments are made annually.

STATEMENT FOR YEAR ENDING 31ST DECEMBER, 1884.

Accumulated Funds	£12,127,930.
Surplus over all liabilities and Reserve Fund according to valuation made by the Government	£ 2,036,332.
Income for year 1884	£ 2,846,245.

C. SETON LINDSAY,
Res. Manager,
Department of the East.
BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.
467

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [927

THE PACIFIC MUTUAL LIFE INSURANCE COMPANY OF CALIFORNIA.

THE POLICIES of the Company impose no restriction upon Residence or Travel.

LOWER RATES and BETTER RETURNS offered than by any other Life Insurance Company represented in this Colony.

A. HINZ,
Agent for China and Japan.
Hongkong, 8th September, 1885. [1631

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per cent. Nett premium per Annum.

NORTON & Co., Agents.
Hongkong, 20th May, 1881. [1

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO EX O. S. S. CO.'S S.S. "ANTENOR," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 27th inst., for shipment per steamer "HECTOR."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th November, 1885. [2029

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ANTENOR," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 21st inst.

Goods undelivered after the 28th instant, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th November, 1885. [2029

STEAMSHIP "MELBOURNE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp, Havre, and Bordeaux. Ex S. S. "ORTEGAL," and "MATAPAN" in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY (MONDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 23rd inst., at NOON, will be subject to rent and landing charges at one cent. per package per diem.

All Claims must be sent in to me on or before THURSDAY, the 26th inst., or they will not be recognized.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 16th November, 1885.

GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS, Current in this Colony, weighing 7.17., in exchange for BILLS drawn ON DEMAND on the GOVERNMENT OF INDIA, CALCUTTA, will be received by the District Paymaster, Army Pay Department, until TWELVE NOON, on MONDAY, the 23rd instant.

The Tenders to state the Total Amount required (in Rupees) and the amount for which each Bill should be drawn; but no Bills will be issued for sums below Rs. 10,000.

The Tenders to be in Duplicate, in Sealed Covers, addressed to the "District Paymaster, Army Pay Department," and endorsed "Tenders for Government Bills."

The right to accept or reject any or all the Tenders is reserved.
WM. HUGHES, Lieut.-Col.,
Chief Paymaster.
Treasury Chest Office,
Hongkong, 20th November, 1885. [2061

GOVERNMENT SHELTER.

TICKETS entitling DESTITUTES other than Chinese to 24 hours BOARD and LODGING in the above SHELTER can now be obtained at the TREASURY in Books of 20. Each Book costs $3. Two or more Tickets may be given where extended relief is thought desirable. The Men relieved will be allowed opportunities of seeking employment.

Charitable persons are earnestly requested to refrain from giving Money to DESTITUTES, and to avail themselves of the above or some other organised method of relief.
Hongkong 15th June, 1885. [1113

CANNED FRUITS,
VEGETABLES,
MEATS AND SALMON.
CALIFORNIA FLOUR AND MEALS.
IRON MANTEL PIECES.
HEADSTONES AND MONUMENTS.
BICYCLES AND TRICYCLES.
AMERICAN BILLIARD & POOL TABLES
AMERICAN CARRIAGES & BUGGIES.
BORAX, REFINED & POWDERED.
ELECTRIC FAMILY SOAP.
A. HINZ,
Agent.
Hongkong, 8th September, 1885. [1682

TRICHORD COTTAGE PIANOS, by ROSENKRANZ.
IRON FRAME AND TUNING PLATE CAST IN ONE PIECE,
Unrivalled for brilliancy and sweetness of tone.
PRICE $240 ONLY.
Apply to MR. A. VITA,
2, Old Bailey.
Hongkong, 11th November, 1885. [1772

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [10

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 27th March, 1882. [708a

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.
Hongkong, 1st April, 1885. [666

THE STANDARD LIFE ASSURANCE COMPANY.
ESTABLISHED 1825.

Accumulated Funds 31st Dec., 1884	£ 6,466,527
Annual Revenue ... Do.	£ 883,884
Subsisting Assurances Do.	£20,467,582

The Undersigned having been appointed Agents in Hongkong for the above Company are prepared to receive proposals for LIFE ASSURANCE.

Policies will be issued immediately on Acceptance of Risks by the Board of Directors in Shanghai.

THE BORNEO CO. LIMITED.
Hongkong, 30th June, 1885. [1208

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [10

INTIMATIONS.

NOTICE.

I HAVE THIS DAY Commenced Business in Hongkong and China as MERCHANT and COMMISSION AGENT and Mr. ABDOOLABHOY ALLARAKHIA has been authorized to Sign the Firm.
JAFFERBHOY LUDHOBHOY CHUTTOO.
Hongkong, 19th November, 1885. [2071

"BEN" LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

THE Steamship
"BENGLOE,"
Captain Webster, will be despatched as above TO-DAY, the 21st inst., at FIVE P.M.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents "Ben" Line of Steamers.
Hongkong, 20th November, 1885. [2065

OCEAN STEAMSHIP COMPANY.

FOR AMOY AND SHANGHAI.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE).

THE Company's Steamship
"ANTENOR,"
Captain Bragg, will be despatched as above TO-MORROW, the 22nd inst., at DAYLIGHT.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 21st November, 18. [2029

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"PATROCLUS,"
Captain Thompson, will be despatched as above TO-MORROW, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 21st November, 1885. [1848

FOR HAIPHONG DIRECT.

THE Steamship
"ACTIV,"
N. C. Revsbeck, Master, will be despatched for the above Port on MONDAY, the 23rd inst., at DAYLIGHT.
For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 21st November, 1885. [2069

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and PORTS

INTIMATIONS.

BEWARE OF IMITATIONS.

LEA AND PERRINS' SAUCE
The Original and Genuine.

WORCESTERSHIRE SAUCE bears the autograph signature of Lea and Perrins on a red label. Sold wholesale by the Proprietors, Worcester; and Crosse & Blackwell, London

LEA AND PERRINS' SAUCE
Of Grocers and Oilman throughout the world.
809]

THE LATEST NOVELTIES
IN
XMAS AND NEW YEAR CARDS,
RECEIVED FROM LONDON
To-DAY.

ARE just in time to be despatched by the next FRENCH MAIL for XMAS or by the next ENGLISH MAIL for NEW YEAR'S DAY at Home by Parcel Post.

A. S. WATSON & Co.,
HONGKONG DISPENSARY.

Hongkong, 13th November, 1885. |21

NOTICE TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Advertisements, and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

The Daily Press.

HONGKONG, NOVEMBER 21ST, 1885.

THE *Straits Times* is, we are glad to say, in process of conversion on the subject of the passenger regulations, but it is still some distance from a sound conclusion. In its latest article on the subject our contemporary says:—"We have never implied or suggested that our local authorities have not full power to act regarding foreign vessels in any way that seemed advisable. We can without doubt forbid any vessel anchoring in our port which does not comply with any regulations we choose to frame, no matter how absurd or uncalled for they may be. Nor have we advocated any concession to German views, as such. What we have supported, and shall in the interest of Singapore shipping continue to advocate, is the adoption of a sensible system of measurement for passenger steamers." We are perfectly willing to admit the good intentions of our Singapore friend, but when a person's mental vision becomes distorted his acts do not always correspond with his intentions. In a previous article our contemporary said:—"We venture to say that we have no right whatever to interfere with the passenger regulations under any flag so long as they represent the deliberate official decision of its Government." We find it impossible to square these two professions of belief. To retire from a position when it is found to be untenable is a sensible movement, but to deny that the position has ever been held is quite another matter. There can be no mistake as to the views expressed by our contemporary in the earlier part of the controversy, though it now recognises those views to be so absurd that it cannot believe it ever put them forward. A reference to its previous articles would have refreshed its memory. It would have found, for instance, the following passage:—"We can only realise the exact state of affairs by reversing the position of the parties. Let us suppose a British vessel to leave Singapore carrying under local regulations a certain number of passengers for Hongkong; and that on putting into Saigon, not to land her passengers but merely to obtain stores, her captain was fined for carrying an excess of passengers. We should not of course submit to such a proceeding." As we have already pointed out, we are compelled to submit to this identical proceeding in the Australian Colonies, where a vessel was some time ago fined under circumstances identical with those here stated. But the case with reference to German vessels at Singapore is different; they do not put into that port merely for stores but for the express purpose of landing passengers. We need not, however, argue this part of the question further, as the *Straits Times* now admits that the Straits Government has a perfect right to make what regulations it may see fit with reference to the number of passengers that may be landed.

The question of right having been thus disposed of, the question of expediency remains to be considered, and here our contemporary is as utterly in the dark as ever. It says:—"Our powers are undoubted, but civilized nations exercise those powers, as a rule, in accordance with common sense principles. If any foreign vessel brought into our jurisdiction a number of passengers so berthed as to outrage any feeling of humanity, our interference would not only be permissible, but imperatively demanded. But when no such reason can be suggested, and the only question at issue is whether we are any more bound to impose a particular calculation of measurement upon a steamer than we are to impose a particular pattern of uniform upon its officers, the case is very different. In the latter instance, we should not allow people to roam at large in the colony indecently dressed. In the former, we should not allow them to behave with inhumanity. In either case interference is only called for when wrong has been done." To this it may be replied that regulations are made for the prevention of wrong, rather than for the punishment of wrong after it has been committed, though punishment is of course necessary to ensure the observance of the regulations. As to civilized nations exercising their powers in accordance with common sense principle, we venture to say no nation or Government, with the exception of the Straits Government, would consider it a common sense principle to admit foreign vessels to its ports on more favourable terms than those accorded to vessels under its own flag. But, says the *Straits Times*, our regulations are unnecessarily restrictive. Then let them be amended by all means, but while they remain in force as regards British shipping surely by every reason of right and common sense they ought to be applied equally to foreign shipping. This view of the case is met by our contemporary as follows:—"We are the more surprised at the Hongkong view of the question, inasmuch as our contention has all along been in favour of the interests of British and China shipowners. We believe that they labour under unnecessary restrictions, and wish to see these restrictions removed. But this apparently does not meet the views of our Northern friends. They prefer to see an unfair system of measurement retained, and would sacrifice their own shipping interests rather than see a temporary advantage reaped by German vessels. This seems to us a very shortsighted view to take. The powerful argument available that in the case of German vessels no injury is done to any one, and that, consequently, an alteration in our own regulations is reasonably to be asked for, is quite ignored." Some remedies are worse than the disease, and this idea of allowing a valuable trade to be transferred to a foreign flag in order to demonstrate the folly of our own regulations is a case in point. If the regulations require amendment, this could have been brought about by the ordinary means of agitation, without such a suicidal remedy as that prescribed by the *Straits Times*. Indeed, that "the concession made to German steamers, while British craft were still restricted to an obsolete system of measurement, was somewhat ultra-polite," even our contemporary is constrained to admit; but adds, "that it was honest as well as extremely courteous nobody can deny!" We invite attention to this remarkable sentiment. A man who assigns away his property to a stranger without consideration may be extremely courteous to that stranger, but his act would be generally characterised as insane rather than honest. No grounds whatever existed for the concession made to German shipping. It was an ill-advised step taken by the Straits Government apparently in obliviousness to the disastrous consequences by which it would be followed. The *Straits Times* undertook to defend the act, and in defending an absurdity has necessarily made use of many absurd arguments. The last one, that this concession ought to be given to German shipping as a preliminary step towards obtaining the same privilege for British shipping, is not less absurd than those which have preceded it. It is impossible to conceive that this idea of ultimate benefit to British shipping was in the minds of the Straits Government in issuing the order; if it was no terms would be too strong to use in condemnation of such a dishonest artifice. Slow as the home Government may be to move, it is not so deaf to the voice of reason that we must replace fair and open agitation by means of the kind suggested by the *Straits Times* in order to get a grievance rectified. But do the existing passenger regulations constitute a grievance? This is a question which has not yet been thoroughly discussed. The particular point of the complaint that has arisen is, not that the British regulations were unnecessarily restrictive, but that an advantage was accorded to foreign shipping. The first thing to be secured is a fair field and even terms for all; when these have been obtained we may then proceed to consider whether the regulations, as affecting all shipping, British and foreign, may safely be relaxed. Let the Straits Government cancel their recent Order in Council and substitute for it another to the effect that vessels will be allowed to bring passengers to the colony in accordance with the law of Hongkong. This will place all vessels, British, German, and others, on the same footing, and the Hongkong legislature can then proceed to amend the law as may be deemed desirable.

The American barque *John D. Brewer* went over to the Kowloon dock yesterday morning.

The Perak Tin Mining and Smelting Company has been registered in this colony as a company limited by shares.

The French cruiser *La Perouse*, Captain Mequet, left here yesterday for Singapore *en route* for Madagascar.

The annual meeting of shareholders in and subscribers to the Hongkong City Hall will be held in the Library in that building at noon today.

In consequence of the manslaughter case lasting all day yesterday the remaining case on the calendar (perjury) will be taken this morning at 10.30, when all the jurors summoned for this Sessions will have to attend.

The Hospital hulk *Meanee*, which has for some time been undergoing repair at Aberdeen, has now been put into good order, and will be undocked this morning and towed round to her old moorings.

The *Bulletin de renseignements Coloniaux*, speaking of the free passages granted to emigrants to Tonquin by state vessels, says the last transport conveyed twenty-five emigrants, several of whom possessed in goods or money a capital of several thousand francs. At present there is no talk of the construction of railways, canals, or harbour works, nor even of the creation of a French administration, the attention of the Ministry being exclusively occupied with the intended early working of one of the coal mines.

Professor Terrien de Lacouperie is giving a course of six lectures at the University College, Gower street, London, on the "Science of Language, as illustrated in Indo-China." The inaugural lecture was to be delivered on the 20th October. The languages of the Indo-Chinese peninsula (says the *Times*), with the exception of Siamese and Burmese, are wholly unknown to Englishmen, and as Professor de Lacouperie is the only European *savant* who has thoroughly studied the Shans, his lectures possess unusual interest at the present moment.

The last ballot in the recent election of a Deputy for Cochin-China caused great excitement at Saigon. The ballot took place on the 25th October, and on the votes so far as they had come in being counted it was found that M. Ternisien had 410 and M. Blancsubé 409, but there were still nine votes to come in from Pulo Condore, and the arrival of the steamer was awaited with impatience. She arrived in the afternoon of the 26th, and a statement was immediately circulated that three votes had been given for Blancsubé and 6 for Ternisien. The official announcement, however, dissipated the triumphant feelings of the latter's friends, Blancsubé receiving 7 votes and Ternisien 2.

We learn that the Hongkong and Whampoa Dock Company's tender to thoroughly repair the steamer *Glenfruin*, and place her in the same good condition as she was previous to the collision, has been accepted by the owners, and that the work is now in hand.

The Band of the 58th (Northamptonshire) Regiment will perform the following programme to-morrow evening, from 8.30 to 9.30 p.m.:—

March	"Stars of Heaven"	Newton
Overture	"Titus"	Mozart
Selection	"Crown of Gold"	Bunt
Valse	"The Cloisters"	Prout
Aria	"Cujus Animam (Stabat Mater)"	Rossini

We have to acknowledge receipt from Mr. Griffith, photographer, Daddell-street, of some very tastefully designed New Year cards, all of them local subjects, admirably photographed, in appropriate settings, and mounted on good gilt-edged cards. They form capital souvenirs of Hongkong, and ought to be very popular as New Year greetings to send home.

The Taitam murder case came on yesterday afternoon before Mr. Mackean. Captain Deane was about to address the court and give a short resumé of the case for the prosecution, when Mr. Wotton, who appeared for the defence, objected to Captain Deane addressing the Court and stated that if the case needed any person to fulfil the duties of an advocate the Crown Solicitor was the proper person and not the Captain Superintendent of Police, who should be an entirely free and unbiassed individual. The case was remanded.

On the 9th inst. the Foreign Consuls at Singapore waited upon Mr. C. C. Smith, the Acting Governor, to take leave of him. Mr. Lavino, Consul for the Netherlands, addressing His Excellency, said that the Foreign Consuls residing in Singapore wished, in taking leave of His Excellency, to express their strong sense of the pleasant relations which had existed between themselves and the Government during his tenure of office, which was to be attributed to the readiness His Excellency had always shown to meet them in official relations in a cordial manner. Mr. Lavino concluded by wishing His Excellency, Mrs. Smith, and family a pleasant and prosperous voyage. The Acting Governor made a suitable reply, thanking the Consuls for their good wishes. On the 10th inst. the public dinner to Mr. Smith was to take place in the Singapore Club, and the parting gift to Mrs. Smith was to be presented the same day in the Town Hall.

The *Englishman* gives a full account of the Burmese army from an authentic source. The so-called standing army comprises ten thousand infantry, two thousand cavalry, and one thousand five hundred artillery, all more or less indifferently trained. Three thousand infantry were sent to Bhamo early in the year and cannot be recalled as the place is still unsettled. One thousand men were recently sent against dacoit bands and these have been re-called. These bamboo owns ten large river steamers of which only one is really serviceable, one purchased from the Flotilla Company three months ago. Ten large gun-boats were recently built, but only two are fit for service. The King has power to raise a force of ten thousand Ahmoodans of Militia in a great emergency; but the military service in Burmah is abhorred even by the soldiery on account of the uncertainty of pay and severity of the punishments for trivial offences.

It is nothing new in Russia to see a band of convicts in their coarse grey uniform, with a large orange-coloured cross covering the back, trudge wearily along on their way to Siberia. But these miserable caravans are formed of men only, female convicts being generally conveyed by rail or steamer. Some eighty-four of these latter left Odessa recently by the steamer *Costroma* for Saghalien. According to the *Novoe Vremya* thirty-six of the women were transported for murder or attempted murder of their husbands, twenty-two of the thirty-six being under the age of twenty. One bride of sixteen had killed her husband within the first week after marriage; another of sweet seventeen lived with him for six months before she did the deed; and a third, of eighteen, was convicted for killing her husband during the night by blows with a heavy hammer. Which facts demonstrate, says the *Pall Mall Gazette*, that, however beneficial early marriage may be in other countries, in Russia, at least, no woman should be allowed to marry before she is twenty.

The *Times*, commenting on the delay in the appointment of a Minister to Peking, says:—Where the fault lies, whether at Calcutta or at Whitehall, we do not know. The neglect, whoever may be the culprit, is unpardonable. A selection may be admitted to be difficult. An Envoy at Peking is not like one at Paris, or even Constantinople. His instructions last for a long while. They cannot be altered or supplemented at a Cabinet Council in Downing-street. He has to be left principally to his own judgment, and should be equally conversant with European and Asiatic politics. A statesman is required, of vast knowledge and experience, of equal caution and determination, who will not mind devoting to a position not ranking as high as the Legation at Copenhagen the intellectual and moral gifts of a Governor-General of India. A catalogue of the endowments wanted explains the delay in the nomination without excusing it. Such qualities do not spring up and exhibit themselves on a sudden. If, as it would be treason to British official life to question, a combination of them be discoverable six months hence, it might have been discovered six months back. So far as additions of diplomatic rank and a fitting salary are needed to provide an adequate occupant for a very arduous office at a critical season, the country will not grudge them. It wants good servants, and it is ready to pay for them.

The first smoking concert of the season organised by the Entertainment Committee of the Hongkong Volunteer Corps was held at Headquarters on Thursday evening. The movement was started last year by Capt. Stockwell, who has since left the colony, and others, and some very enjoyable evenings were thereby afforded. On Thursday evening another pleasant entertainment was provided, and in this instance Corpl. Lammert and Gunner Swales were chiefly instrumental in getting it up. A well arranged programme of twelve items was made up, and was printed gratuitously for the corps by Corporal Guedes. There was a fair attendance, and the utmost good fellowship prevailed. The entertainment was not intended to be high class but was simply a free and easy concert with plenty of rattling choruses for the audience to join in, which they did join in with great spirit. Sentimental, patriotic, and comic songs followed each other, further variety being given by a glee and a recitation. Lieut. Woolley acted as chairman, and Mr. G. Grimble rendered invaluable assistance on the piano, being accompanyist throughout. Bugler Caldwell rendered the fine song "Saving the Colours" in capital style, and was loudly *encored*, while the chorus of the "Union Jack of Old England," sung by Sergt. Miles, was joined in in a manner that made the roof ring. Gunner Swales sang "Down went the Captain" in his usual telling style, and in answer to a vociferous *encore* he gave "A Raspberry tart in a little Poke Bonnet." Gunner Powell's "Sailing" was also well rendered and *encored*. After the interval Gunner Prentice gave "Our Jack's Come Home to-day" in good style, and had to repeat the last verse, while Gunner Dade's recitation, "The Demon Ship," was delivered with so much elocutionary power that he was compelled to mount the stage again, when he gave a real Irish song—"The Glades of Killarney"—with even greater success. Lieut. Woolley's song "The Suffolk Farmer" was once more very much to the fore, and its chorus was sung with a force surprising from an audience of that size. Corpl. Lammert sang "The Bugler" with much taste and effect, while Gunner Swales wound up the programme with "Sweethearts and Wives" with as much success as his previous effort, and being vociferously *encored* he sang "Not Much," which song afforded a good deal of amusement. At the conclusion Quarter Master Sergt. Mehta proposed a vote of thanks to Mr. Grimble for presiding at the piano. Mr. Legge, an honorary member, proposed a vote of thanks to "Lieut.-Generals" Woolley and Holmes, and Lieut. Woolley proposed another vote to Corpl. Lammert and Gunner Swales for getting up the concerts. Musical honours were awarded them by the audience, and a very pleasant evening closed with "Auld Lang Syne" and "God Save the Queen." Appended is the programme:—

Chorus	"March of the Men of Harlech"	
Song	"Saving the Colours"	Bugler Caldwell
Song	"The Union Jack of Old England"	Sergt. Miles
Song	"Down went the Captain"	Gr. Swales
Song	"Polly"	Gr. Parnell
Song	"Sailing"	Gr. Powell
Song	"Our Jack's Come Home to-day"	Gr. Prentice
Recitation	"The Demon Ship"	Gr. Dade
Song	"The Suffolk Farmer"	Lieut. Woolley
Song	"The Bugle"	Corp. Lammert
Song	"When on the Rhine"	Gr. Wilson
Song	"Sweethearts and Wives"	Gr. Swales

The *Straits Times* says:—H. E. the Governor of Labuan and Mrs. Leys sailed from Singapore by the *Pakmam* on the 7th inst., for Labuan. It is expected that His Excellency Mr. W. H. Treacher, who has been administering the Government of the island during the absence of the Governor, will have left Sandakan in time to meet His Excellency on his arrival at Labuan. The Governor, who is also the Consul-General for Brunei, will probably have some difficulties to face with regard to the latter place, as Brunei, which is fast becoming a sort of Bornean Bulgaria, is reported to be in a very disturbed condition, especially in the districts near the Limbang river. This unsatisfactory state of affairs must necessarily affect the trading interests of the country very unfavourably, and the Government of Labuan will be doing excellent work if it succeeds in putting an end to the dissensions which now exist in the Sultan's territories.

A visit to Messrs. Kuhn & Co.'s exhibition of Japanese art treasures and curiosities, opened yesterday for the first time, will prove ample recompense for the trouble. Mr. Kuhn, who has resided for many years in Japan, and whose establishment in Yokohama is one of the sights of that town, has unearthed some of the choicest specimens of ancient Japanese art, alike in lacquer, bronze, inlaid ware, Satsuma, and Kaga ware, and some of the pieces now on show in the Hongkong Hotel building are unique and historical. In the entrance hall of the Hotel are six pieces of bronze which are well worthy of attentive study. The largest is an Imperial piece, and the carving on it is truly admirable, the conceptions being very quaint and characteristic of the Japanese. There are also some remarkably handsome specimens of Kaga bronze, from the Imperial Factory. The collection of old Satsuma is very good, and thorough reliance may be placed on Mr. Kuhn's guarantee. A fine selection of Kaga ware also deserves special attention. Lovers of *Netsukies* will find a collection such as can rarely be seen even in Japan, and at prices considerably below those asked or accepted by native dealers. The cloissonne enamels, of which there is a varied assortment, are all manufactured by the celebrated maker Goto; and the collection of ironwork inlaid with gold and silver is sufficient to make a collector's mouth water. We must not omit to mention the choice array of *Inrocs*, or Japanese medicine boxes, which are now becoming exceedingly rare, especially such as those set out in Mr. Kuhn's warehouse. A large variety of really beautiful and useful articles are likewise on view, many pretty trifles, suitable for presents, being obtainable for 25 and 50 cents. The prices fixed are certainly most reasonable, and, we can vouch from experience, much below those commonly asked in Japan. We were nearly forgetting the most remarkable object in the exhibition, the figure of an Aino carved in wood. This is simply perfect in the minutest detail, and is worth a journey to see. It is unique, and we believe not for sale.

The last closing of entries and drawing of boats for the forthcoming regatta, with the exception of one race, takes place at the Victoria Recreation Club this evening. Again this year Chinese merchants and others in the colony have come forward to show an interest in the muscle-making exercise of rowing among the young men of this colony by subscribing a prize to be competed for under the name of the Chinese Cup. For this race strokes pick up crews, and enter them as best they can, and it is expected that there will be four crews in the race—one stroked by Glass, another by Hughes, a Naval crew by Lieut. Hickley, and one from one of the other strokes. The entries for this race will probably not close to-morrow. For the Members' Cup, the crews for which will be picked up by non-rowing members of the Committee, there were last night about enough entries for four crews. There is so far every prospect of a good double sculling race this year, an event which fell through last regatta for want of entries. The race should be a very pretty one—the entries up to last night were Glass and Goodlad, Wood and Turner, King-Harman and Koe, and Haylar and Grimble. Wood, unfortunately has badly sprained his ankle, and it is doubtful whether he will be able to get into condition by the regatta. Of the remainder Glass and Goodlad will undoubtedly show good form, but, as in last year's pair oars, it is not unlikely they will find the numerous other races they are engaged in to take too much steam out of them. King-Harman and Koe are going well, and as they will come fresher to the post, they should make a good bid for the prize. For the pair oars, up to last night the entries were—Glass and Goodlad, King-Harman and Koe, and T. Lammert and G. Grimble. The remark made above may again apply to the first pair, and also to the second. There will probably be no Senior Sculling race, as the programme is pretty well full, and only Glass and Goodlad would be likely to compete in it in any event, and not even those if the race would be likely to impair their powers in the International contest. The Junior Sculls, however, look promising so far, as last night there were no less than five entries, viz., G. Grimble, P. Shepherd, C. A. Cornish, — Edmunds, and — Turner. Goodlad may also enter before the list closes to-day, and if he does he will probably win the race. As to the rest, they are probably close enough together in sculling power, to make a very good race.

LATEST TELEGRAMS.

LONDON, 19th November.

MR. GLADSTONE AND THE GOVERNMENT'S EASTERN POLICY.

Mr. Gladstone has expressed his approval of Lord Salisbury's procedure with regard to affairs in Bulgaria.

THE WAR IN BULGARIA.

The Servian troops have been defeated at Slivnitza with a loss of 3,000 men. Prince Alexander displayed great gallantry. Widin and Radomir have been captured by the Servians.

THE WAR IN BURMAH.

The Burmese resistance is feeble, and the British troops have captured Minhla.

THE DISSOLUTION OF PARLIAMENT.

The Royal Proclamation dissolving Parliament has been issued.

THE KWANGTUNG INUNDATION RELIEF FUND.

The accompanying letter from Mr. Pearce is in answer to one from Mr. J. H. Stewart-Lockhart stating that, as on inquiry it had been found that rice and old clothes were cheaper in Canton than here, arrangements had been made through the Hongkong & Shanghai Bank to give Mr. Pearce a credit to the extent of $6,000. Out of this amount rice and old clothes are to be bought for the destitute, who are still reported to exist in large numbers. Including the recent appeal to the public, the fund amounted to nearly $7,000, so that after the $6,000 above mentioned have been expended, there will still be a balance in hand of nearly $1,000, which will be also expended as occasion requires. Mr. Lockhart regrets to have to inform us that Mr. Ost, who has done such yeoman's work in connection with the Kwangtung Inundation Fund, has been so unwell that he has been ordered by his medical advisers to take a change of air. He is at present at Macao, and it is sincerely to be hoped that the change will restore him to his former good health.

Canton, 18th November, 1885.

My dear Lockhart,—Referring to your letter of the 16th inst. on the subject of further work for the Kwangtung Inundation Relief Fund Committee, I have pleasure in stating that a relief party left Canton this morning for the two districts of Sz Ui and Ko Iu.

The party consists of Dr. Graves, Mr. Simmons, Mr. Eichler, and Dr. Macdonald, besides a number of Chinese friends, who took part in the relief operations of the Committee in July last, and gained experience in rice distribution.

Supplies to the value of $1,200 in food and second hand winter clothing were purchased here and taken by the party. No other forms of relief are considered to be equally desirable or practicable. If on inquiry it is found to be possible by the assistance of the village elders in some of the poorest hamlets to redeem from pawn ploughs and other agricultural implements pledged by persons of good character, arrangements may perhaps be made by which money expended for this purpose can be paid in Canton. The aid now being given is well-timed. In those parts of the two districts which the party will visit the harvest is largely a failure. We are told by foreigners who returned from the West River ten days ago that over a considerable area there is little or no grain yield from the late planted land.

A second party will, it is hoped, be in readiness to start for Ko Ming early in next week, and the destination of a third party will be decided on when the first and second parties return to Canton.

I should add that request was again made to the Chinese authorities for steam launches to tow rice boats and soldiers to form a guard. Both steam launches and soldiers were promptly furnished on the application being forwarded through the kind offices of the British Consul.—I am, yours truly,

THOMAS W. PEARCE.

CRICKET.

THE NAVY v. THE HONGKONG CRICKET CLUB.

The match between the Navy and the Cricket Club was opened yesterday about 2.30 p.m. by Capt. Pearson and Robinson appearing at the wickets to face Travers and Leach. The pitch was in capital order and both batsmen played carefully and well, but both were dismissed when they had put together 9 apiece. The wickets then fell fast till Dawson and Christian got together, who by dint of sharp running raised the score by 20, before Dawson ran himself out, by attempting too short a run.

Christian increased his score to 23 and then played one of Darby's on to his wickets, and the innings closed for 82, of which 14 were byes, made by sharp running.

Leach and Grimble commenced the Club batting, and, as on last Friday, made a capital stand and hit about freely from the first. Grimble, however, was well stumped by De Robeck when he had made 36 (1 for 67), and then the wickets began to fall fast to the dangerous left-handed bowling of Dawson. Leach was stumped for 40, and no one else making a stand, the innings closed for 166, or 24 on.

Dawson obtained 7 wickets for 42 runs, and was well backed up by Plumbe with 3 for 38.

The game will be resumed at 11.30 a.m. to-day, and should prove most interesting.

The united Bands of the *Agamemnon* and the *Audacious* will play on the ground during the afternoon, and the opposing sides will tiffin together in the Pavilion at 1 p.m.

1ST BATTALION THE BUFFS *v.* 2ND BATTALION THE BUFFS.

This highly interesting match came off at Singapore on the 5th instant. The 2nd Battalion did not sustain their reputation very well, the bowling of the Firsts being too much for most of them, but Jarrett ran up 43 in good style. An old Hongkong hand in the 1st Battalion, Captain Porter, made the score of the day, nearly compiling a century.

The following is the score:—

2ND BATTALION.

Captain D. F. Lewis, b Pemberton	1
Mr. C. F. Lloyd, c sub., b Bell	15
Mr. G. V. Dauglish, c Philips, b Pemberton	0
Mr. H. St. D. Jarrett, c sub., b Hughes	43
Mr. G. G. H. D'Arth, c Stuart, b Bell	0
Mr. A. H. Tylden-Pattenson, b Pemberton	1
Mr. E. C. Parry, b Pemberton	0
Mr. N. H. Virtue, c sub., b Hughes	9
Mr. E. M. Gage, c and b Hughes	3
Mr. E. T. Buttenshaw, run out	3
Mr. A. L. Pilleau, not out	0
Leg byes 1, wides 2	3
	78

1ST BATTALION.

Mr. A. J. Stuart, b Jarrett	34
Mr. R. E. Philips, c Dauglish, b D'Arth	5
Mr. G. P. Pemberton, c D'Arth, b Jarrett	16
Captain G. A. Porter, c Lewis, b Lloyd	92
Captain J. Hughes, c Jarrett, b D'Arth	63
Mr. A. L. Bell, run out	5
Mr. F. D. Aunesley, c Pattenson, b Jarrett	0
Mr. E. Fowler, not out	1
Mr. L. G. Eales } Major Kerr } To bat. Capt. H. Blackburn }	
Byes 14, leg byes 2, wide 1	17
	235

SUPREME COURT.

20th November.

CRIMINAL SESSIONS.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE.

CHARGE OF MANSLAUGHTER.

Chan Ayau, tradesman, was charged with having been concerned with others, to the Attorney-General unknown, in unlawfully and maliciously causing the death of a coolie named Cheung Asin on the 7th October.

The Attorney-General prosecuted, and Mr. Francis, instructed by Messrs. Wotton and Deacon, appeared for the defence.

The jury was composed of Messrs. J. G. Ferguson, M. dos Remedios, R. V. Rutter, J. M. G. Pereira, V. A. C. Hawkins, Ng Man Kwan, A. E. Alemao, and R. P. Roberts. Mr. L. Fleming was called, but did not answer to his name.

The Attorney-General briefly opened the case, and having summarised the evidence given below he remarked that there were some discrepancies in it, and it would be for the jury to consider to what extent they affected the credibility of the evidence.

Chan Aming said he was a bricklayer. On the morning of the 7th October he was in Wing-kut-street on his way to the steamer. As he was passing the On-ki shop he saw two men inside beating another man. He knew the man, whose name was Cheung Asin, and the two who were beating him were the prisoner and Sze Fat. Cheung Asin offered no resistance to the two men, who were beating him with their fists. He ran out into the street, and was followed by the other two men on to the Praya, as far as the verandah of the houses. He was there beaten on the stomach very severely, and he squatted down apparently in great pain. He called to witness to go and get his brother, and witness went to look for the brother. At the time he left the deceased said he was going to die and told him to make haste.

In cross-examination by Mr. Francis witness said that it was Sze Fat who killed the deceased. The prisoner beat him a good deal in the shop with his fists, and in the street struck him twice with his fists, but Sze Fat subsequently gave him a kick in the stomach, and the deceased then squatted down.

The Attorney-General raised and objection to the way in which Mr. Francis was cross-examining, on the ground that he was going into matters which examination-in-chief gave no foundation for.

Mr. Francis said it was open to him to follow an entirely different narrative, if he chose, in cross-examination.

His Lordship ruled that the cross-examination was perfectly regular.

Mr. Francis—You should not interrupt, Mr. Attorney, with an utterly futile objection, which, if you know anything at all about cross-examination, you must know could not be sustained.

His Lordship—Mr. Francis, you should not use such expressions as those in the court.

Mr. Francis—Well, the objection is so utterly futile.

A coolie named Chun Amui also deposed to having seen the deceased beaten in the manner described by the first witness. He did not say, however, that the prisoner beat the deceased, but he called on his folks to beat him, and he would be responsible for his death.

A shopman in a shop close by where the deceased was killed deposed to seeing the deceased and another man running, and the deceased fall down. He did not see a blow struck, and could not identify either of the men.

Inspector Mathieson and a Sikh constable deposed to the removal of the body to the Civil Hospital, and Dr. Marques gave evidence to the cause of death, which was rupture of the spleen, due to some blow on the body.

Mr. Francis addressed the jury on behalf of the prisoner. He said he should endeavour to show in the first instance that on the morning in question there was no disturbance in the On Ki shop, and that if there was the prisoner was not there at the time. He should bring evidence to prove that the prisoner slept in the shop the previous night and left at about seven o'clock in the morning to take his little son to school, and was away two hours. They would have the evidence of the shopman, the schoolmaster, and also of a barber in the same street, who saw the fighting.

Lum Fong stated that he was a shroff in the prisoner's employ, and he remembered his master going out with his son as stated, on the morning in question. About ten a.m. that day a policeman, the witness, and some other men came to the shop, and the first witness told the prisoner that one of his folks named Hu Afat, had killed one of his clansmen. The prisoner replied to him that there was no one of that name in the shop. The first witness said—"Come now, don't be a fool, there was a man named Hu Afat in your house; he has run away. You must give me $100 for the clansmen of the deceased. If you don't I will prosecute you." The prisoner refused to give the money, and said the witness might prosecute him if he liked.

Witness, in cross-examination, stated that he had only been asked to come up and give evidence the previous day. His master had been out on bail. There never was a man named Hu Afat in the shop, but there was an accountant besides witness in that employ; he was absent in the country now, however. Witness could not remember whether or not this man was present at the interview between the prisoner and the first witness.

Yeung Sung Hing, schoolmaster, said he had a school in Sai Ying Pun. He know the prisoner, and he remembered that on the 7th October he brought his child to witness's school at about seven a.m. He remained talking with witness until past nine. Witness had recently lost his wife, and had been in the country to bury her. He had recently returned and opened his school.

Tui Mun said he was a barber living at 22, Wing Kut-street. He knew the prisoner, whose shop was near his. A little after eight on the morning in question he heard a noise in the street of someone demanding money, and then he saw a fight between two men in the street, near the archway. One man was kicked badly in the stomach by the other, and it killed him. The deceased had a hoe and tried to strike the murderer, and witness got away for fear he should be struck with the hoe. When witness first saw the fight the deceased was using the hoe in the way he described, the murderer got hold of the hoe in the course of the fight and kicked him in the stomach.

Mr. Francis said that was the case for the defence, and he proceeded again to address the court on behalf of his client. He contended that the evidence which had been adduced for the prosecution was weak and insufficient, and was inconsistent and unreliable. He further contended that he had abundantly proved that no fighting took place in the prisoner's shop, and that the prisoner had no share in the death of the deceased, and was elsewhere when the fight was going on.

The Attorney-General replied on the defence, and his Lordship having summed up,

The jury retired to consider their verdict, and after an absence of a quarter of an hour they found him guilty by six to one. They recommended the prisoner to mercy on the ground that he was not the man who delivered the fatal blow.

His Lordship said the recommendation of the jury would receive due weight.

The court was adjourned to this morning, when there remains a charge of perjury to be tried.

POLICE COURT.

20th November.

BEFORE MR. E. MACKEAN.

HIGHWAY ROBBERY.

Tai Ahin, unemployed, was charged with having been concerned with another not in custody in stealing a bundle of clothing, &c., and some money, altogether of the value of $24, the property of Seang Koon Yee, shopkeeper, on the 15th inst.

This is the case which P. S. Butlin happened to unearth and rescue from stonecutters' justice, while on the way to Kowloon City from Yaumati. The evidence of the prosecutor was to the effect that he was on the way from Yaumati to Kowloon City, and when at a place called the Black Rock the prisoner and another man stopped him and robbed him of the money and articles above described. They ran away, and he pursued them, and called some stonecutters to assist him. The stonecutters caught the prisoner and tied him up in a temple near by and while they were deliberating what to do with him, P. S. Butlin appeared on the scene with a lokang. The stonecutters decamped, and the prisoner, who was overjoyed to be rescued by the police from the stonecutters, confessed his share in the robbery to Butlin.

His Worship sentenced the prisoner to six months' imprisonment with hard labour.

DRUNKENNESS.

Charles Howard, described as a musician, was charged with drunkenness and disorderly conduct in the Welcome Tavern on the 19th inst.

Mr. Gomes, the keeper of the house, stated that the defendant was in his employ, and on Thursday he got drunk, and made a good deal of disturbance in the house, and refused to go when complainant ordered him out.

The defendant was bound over in his own recognisances of $10 to be of good behaviour for three months.

BEFORE MR. H. E. WODEHOUSE.

LARCENY.

Tsu Ashing, coolie, was charged with stealing three jackets, value $4, the property of Tang Akin, coolie, on the 17th inst.

The complainant made the defendant's acquaintance on board the steamboat on the way down from Canton, and lent him 20 cents there to pay his fare. The defendant asked him to procure him employment in Hongkong, and complainant promised to do so. He took the man to his house from the boat, and the defendant rewarded his kindness by stealing four jackets, and disappearing with them the next morning. He was found on board the Canton boat about to leave for Canton, with one of the stolen jackets in his possession, and pawn tickets for the other two in his purse.

The prisoner said the complainant would not give him employment in Hongkong, and wanted to ship him off to Singapore. He did not want to go, and he took the complainant's jackets.

Sentenced to six months' hard labour.

THE SURVEYOR-GENERAL'S REPORT ON THE TYTAM WATER-WORKS.

The following is the concluding portion of Mr. Price's report:—

The topographical examination of the island having exhausted the Southern districts, now passed along the northern slope from the valley above Causeway Bay as far as Mount Parker without any satisfactory results, and was finally brought to a close in the Tytam Valley, where the nearest approximation to the required conditions was found. The main objection to gravitation works in the Tytam Valley lay obviously in the fact that the latter was on the wrong side of the island and that in order to bring the water into town it would be necessary to pierce the dividing ridge of mountains by means of a short direct tunnel or to adopt the alternative of following the hill contours along the surface by an unduly long and circuitous route passing round the hill-spurs overlooking Deep Water Bay and Repulse Bay with short tunnels. For the rest, the topography of the valley was favourable beyond measure to the construction of large works capable of expansion in the future if desired. The Tytam gorge was found to be so narrow as to admit of the formation of a deep lake over 28 acres in extent, impounding nearly 300 millions of gallons by means of a dam only about 400 feet long. The gathering ground above comprised 700 statute acres yielding under a minimum rainfall of 50 inches, 316 million gallons of surface drainage, by far the largest water yield in the Colony, and the point of delivery could be kept up as high as 400 feet above the level of the sea, an elevation sufficiently high to serve nine tenths of the houses in Victoria. The valley was also found to contain tributary streams amounting collectively to nearly 150,000 gallons a day and promising to make together with the impounded water an aggregate storage of considerably over 300 million gallons for the long dry season between October and March. The closer the capabilities of the site were compared with those of the other places that had been surveyed, the clearer and the more obvious it became in spite of the intervening ridge of mountains, that it was the only locality to which the Colony could look for the supply of the future, and in this conviction, when there remained no other sources to explore, plans for gravitation works at Tytam including an earth and puddled clay dam, were elaborated and submitted to the Colonial Government together with the estimate of the cost which amounted to £259,000.

This original estimate of £259,000 submitted as far back as 1873, has since passed through many and very considerable changes, figuring at a much smaller sum and then rising again, according to the curtailments or the extensions which at one time and another the original design has undergone between the years 1873 and 1883.

In 1875, a year of unprecedented commercial depression in the Colony, notwithstanding that in addition to a comparatively empty Treasury, the Government had before it the heavy prospective outlay of a new Praya wall to replace that destroyed in the memorable typhoon of

the earthen embankment proposed in 1873, and the point raised by Mr. Chadwick having been referred by the Earl of Kimberley to the Consulting Engineer, Sir Robert Rawlinson replied that as far as he was concerned, it would not be possible for him to recommend to the Government any embankment for the Tytam Valley that was not a stone or cement-concrete one.

This point finally decided in favour of masonry, and absolute security thus guaranteed, the following natural question arose out of the decision, "If the proposed new dam is now to be of masonry and therefore capable of being increased to any height without jeopardy to its stability, why not raise it at once by another twenty feet, and thus enable it to impound an increased volume of water, one sufficiently large to yield 19 gallons a day for a population of 125,000, to which number the increasing water consumers of Victoria are rapidly attaining?" This proposition was to be commended not alone on the ground of public sanitation and convenience, but on the score of economy, since it would cost less to superpose the extra height of twenty feet now that a working establishment was to be opened on the spot, than later when all the expense of obtaining mechanics from England and other expenses of installation would have to be gone through over again. Accordingly after due consideration of the matter, it was resolved to increased the height of the dam to 110 feet. These increased dimensions coupled with the radical change in the style of structure sent up the estimate for the dam from its original figure submitted in 1875, *i.e.*, £54,800 to the larger sum of £99,000.

It is obvious, however, that if the colony cannot afford a dam of this height at £99,000, a lower and less expensive one—one in fact not exceeding the original £54,800—can be adopted, always provided that the top of the structure is left sufficiently wide to admit of its being increased in height hereafter, if it should be decided to relegate to the future the realization of a complete water supply. This precaution as regards a sufficiency of width has of course been taken in respect of the fabric at present in course of erection at Tytam.

There have been other departures from the former abridged project which explain other minor additions to the aggregate estimate of cost. The most important of these changes is the reversion to the original scheme of a surface conduit running along the contours of the hills overlooking the Happy Valley and Wantsai, in lieu of the cheaper, but less desirable expedient of an underground pipe down the Wongneich'ung Valley and under the Race Course meadows, to which recourse was had in 1875 only in order to avoid initial expense.

The superiority of a surface conduit over an iron pipe is obvious. An iron pipe would rust and perish in the course of a few years while there is *no* reason why the conduit should not endure for many generations. An iron pipe buried in the earth is incapable of augmenting the town supply in any way, while a conduit winding along the surface of the ground is able to convert into tributaries all the mountain streams that cross its path, and thus to augment the supply by wayside feeders. There is an additional advantage special to the conduit, which is that in case of a breakdown at the outlet works in Tytam, or in the event of any temporary stoppage for repairs—a most serious thing for a town—the supply can be continued for a day or two from the conduit. The conduit is not being built in an even or gradual incline or fall from the tunnel mouth to the town, like the bed of a flowing stream, but in a series of flats or level steps resembling a concatenation of narrow elongated tanks, each tank about a quarter of a mile long, and each lower than its neighbour by about one foot. These water-compartments may therefore in case of emergency, be converted into temporary sources of supply and their contents retained or eked out at will by means of stop-planks or water-gates, until the main supply is re-opened from the fountain head.

The foregoing modifications of design all tending to the ultimate efficiency of these water-works when completed, account in the main for the increased cost, but there have been also, though of course to an infinitely less extent, certain other contributory factors and causes of excess of actual over estimated expenditure not due to any modifications in the design, but which it is none the less necessary to set forth in these pages without reserve.

The preliminary estimate for the construction of the Tytam tunnel was an approximate estimate which allowed a margin for the uncertainties and difficulties that attend, more or less, all undertakings of this class, but that estimate did not allow any margin for an unexpected source of expense that has arisen in the ever constant presence of sickness on the works. Almost from the beginning, the disease known as Hongkong fever has haunted both tunnels with unremitting persistence. It has exercised a most baneful influence upon the cost of the work, in the loss of men's time, in the enforced absence of foremen constantly and for prolonged periods, in the continual changing of hands, and in the raising of wages to standards sufficiently high to induce miners to continue at their post. It has caused grave anxiety and embarrassment in providing for the continuous prosecution of the work, and has tended to retard in no small measure the final completion of the tunnel.

The health of the men has of course been the object of due care and attention on the part of the Government, and every precaution has been taken that could be taken for the mitigation of the evil. The latter, however, I now fear to be one inseparable from exposure to the influences of freshly opened granite. To these influences the men must needs be daily exposed, and there is nothing for it therefore but to endure them and make the best of them with that fortitude which both officers and men have shown themselves so eminently to possess. It is the least tribute that I can pay to their mettle, to record here my own recognition of the undaunted courage and perseverance, and cheerful patience with which, though wasted and physically depressed by sickness, they have toiled on night and day, in the fulfilment of their arduous task, and I should hope that upon the completion of the work, the Colony would recognize these services as they deserve.

In connection with the tunnel there has also been another item of expense amounting to about £4,000, due to no modification of design nor in any way previously calculated upon. This unforeseen outlay was brought about by the necessity to procure new and heavier drilling machinery. The machines sent out from England with which the work was begun proved after a year's trial of insufficient calibre to traverse the extremely unfavourable texture of granite met with. The progress made did not average more than twenty-eight feet of tunnel per week, and as day by day the headings advanced and the work receded further from the pneumatic engines at the tunnel mouths, so marked a diminution was observed in the compressed air supplied, as to make it evident that before many months the motive power must fail. But the subsequent arrangements made and new machines imported now enable a steady progress of forty feet of tunnel to be made per week, and there is no reason why this rate of speed should not be maintained until the completion of the work.

Tunnel boring by machinery is a branch of science that can scarcely yet be said to have emerged from its rudimentary stage. It was with great difficulty that I was able to obtain any practical information at all on this class of work when I was in England three years ago, and the meagre statistics finally procured were not so satisfactory as to relieve from doubt the question as to the best type of machine to be used and its attendant cost in boring through different classes of rock. I am satisfied, however, that the type of percussive machine finally selected for Tytam was a wise selection, but the point on which experience was wanting at the moment—the whole subject being new to the profession—was whether the different sizes of this type of machine were fully up to their advertised capabilities. In practice it subsequently turned out that the smaller-sized and less expensive machine selected was not strong enough to cope with the work, and that the larger size of machine since procured was exactly what was required.

With these remarks I now close this brief review of the history of the ups and downs of the original estimate of cost of the Tytam water-works which began with £259,000 and now stands at £166,440, provided the whole scheme is carried out, that is to say, provided it is elected to carry up the dam to its full height of one hundred and ten feet.

In connection with all estimates of works of any considerable magnitude, subject to alterations and vicissitudes as difficulties present themselves, it is not possible to pin the engineer down to a definite and fixed sum. Preliminary estimates can be taken subject only to certain limits of deviation in order to allow for unforeseen contingencies. In engineering works this margin is usually fixed at ten per cent. of the final estimated cost and this is the least limit that should be allowed for the Tytam works, always provided that we have no more organic changes of design.

At this late stage I had thought we had reached a period of the works when modifications of design would no longer play any part in altering our figures, but quite recently, a valuable letter of advise has been received from the Consulting Engineer in England, counselling a more generous use of Portland cement than I had contemplated in the construction of the dam. This recommendation Sir Robert Rawlinson bases on his own wide personal experience of similar works in England, and he points out that the course he prescribes will be in the end the truest economy in securing more solid and lasting work. A more liberal use of Portland cement implies of course a larger expenditure under this head, but it has not been possible in the time, to complete the calculations of the cost of the increased cement involved in the proposition, so that I am compelled to defer my report on this point to a future opportunity. I may, however, briefly state here that as far as I am able to see, the additional cost would not be so great as to make it prohibitive, but that additional cost would of course be less or greater in accordance with the height to which the dam is carried up.

Before finally leaving the question of Tytam accounts, the disbursements under which service amount so far to $428,000, it is only right to state that these works have been prosecuted up to date with due regard to the most stringent economy in every branch and detail. The work may be rough, but it is solid and it will be lasting. In spite of climatic and other adverse conditions, its cost continues to compare most favourably with that of similar works in England, where facilities are much greater for the realization of undertakings of this kind than in Hongkong. It is said that comparisons are odious. I do not find them so in this instance. On the contrary, I consider it satisfactory that we should have been able to keep below English estimates at all, and the more satisfactory that we should be so far below them. If the cost of this important enterprise in which the Colony has embarked be large, it is because the adequate provision of water for an urban population is necessarily a most serious and costly affair if done properly. Other Governments and communities have had to make the same sacrifices, and it is to be questioned whether any public aim is more worthy of a sacrifice or whether any greater boon can be conferred on a people than a generous supply of water. I apprehend that no person in this Colony who has cared to gratify his curiosity as to the keenness of the privations which the humbler classes have been silently undergoing all these years for want of water, or the discomfort which the middle classes have equally suffered, can deny that more water is our first want, or that its earliest attainment is the more desirable if it can be procured at a less cost than has generally been paid by communities in England poorer than ourselves, and perhaps in less straits for it.

In Europe the cost of carrying out water-works for supply of towns differs very much with the local conditions in each particular case. In towns situated in the immediate neighbourhood of rivers or lakes, pumping arrangements may be feasible at far less cost than gravitation works, but as a general rule pumping works though less in their initial cost, greatly exceed gravitation works in their subsequent annual expense, for they involve the consumption of coal, the constant wear and tear of steam machinery, and the employment of skilled mechanical labour at high wages, from all of which charges gravitation works are free. The statistics collected appear to prove that gravitation projects average from about £2.10.0 to £3.10.0 and pumping projects from £2.0.0 to £3.0.0 per head of the population.

The following is a list of the costs of some English water-supplies:—

	Population.	Gallons per head per diem.	Cost per head.
London	3,500,000	39	£4. 2. 0
Cambridge	30,000	15	2. 8. 0
Tunbridge Wells	80,000	35	4. 0. 0
Wolverhampton	100,000	18	2.10. 0
Southport	22,000	22	3. 0. 0
Ryde	2,350	45	3. 7. 0
Rotherham	22,000	19	2.10. 0
Newark	12,000	20	4. 3. 0
Aylesbury	20,000	16	2.12. 0
Swansea	60,000	22	2.11. 0

But the information contained in the foregoing figures has been supplemented by some very valuable returns obtained from the Secretary of State for the Colonies, whom His Excellency the Governor had addressed on the subject of the Tytam water-works, asking to be enlightened as to how the latest estimate of the cost $166,440 compared with the cost of completed water-works of the same character and description in England. In response to this question, Her Majesty's Government having called upon their Consulting Engineer to supply the requisite information for the Government of Hongkong, Sir Robert Rawlinson was after a time able to furnish a return of the more modern water supplies to English towns and their attendant cost, and in transmitting this return he calls attention to the fact that the Tytam estimate of cost is lower than the average cost of English water-supplies. He writes as follows:—

"The Governor of Hongkong desires to have my opinion as to whether the estimate of the Surveyor-General of the cost of the water-works at £166,440 is excessive or otherwise as compared with the average cost of works for water-supply to European cities. In reply I quote from a Table giving the capacities and cost of water-works consisting of impounding reservoirs and conduits in Great Britain.

The Tytam works are estimated to supply 19 gallons per head daily, to a population of 125,000 at a cost of £1.6.7 per head. The Table gives the particulars of towns in which the population supplied, or the gallons per head, bears some comparison with Hongkong.

COST OF WATER-WORKS.

Name of Town.	Population supplied.	Gallons per head per day.	Cost of Works.	Cost per head.
Ashton under Lyne	130,000	23.03	£640,556	£4.18. 6½
Dundee	187,000	40.30	751,815	4.10. 0½
Preston	100,000	31.00	332,000	3. 6. 4½
Halifax	141,212	2.74	647,156	4.11. 7½
Huddersfield	118,065	25.41	750,000	6. 7. 0½
Blackburn	105,000	21.43	622,769	5.18. 7½
Weardale & Shildon	150,000	13.10	592,959	3.19. 0½
Rochdale	106,834	13.10	793,698	7. 9. 6½
Manchester	909,000	21.11	3,397,215	3.15. 5½
Liverpool	717,019	22.31	2,854,099	3.19. 7½
Bradford	364,000	24.18	1,869,737	5. 2. 8½
Leeds	334,854	23.92	1,469,153	4. 7. 6½
Sheffield	309,000	18.19	1,693,000	5.12.10½
Oldham	179,000	22.35	585,706	3. 5. 5½
Cardiff	83,934	24.72	322,937	3.12. 5½
Heywood	4,770	20.10	297,558	6.12.11

Of the existing works of 32 towns in England and Scotland with a combined population of 7,749,023 I find that an average supply of 27.64 gallons per head per day has been obtained at an average cost per head of £3.15.7½. Tytam costs £1.6.7.

It appears therefore that the estimated expenditure of £1.6.7 upon the Tytam works in order to obtain a daily supply per head of 19 gallons is considerably below the average cost, namely, £3.15.7½ as obtained from actual experience."

(Signed) ROBERT RAWLINSON.

A kindred work of scarcely less importance than the capture, storage, and conveyance of water in adequate quantities for the people, will be the reorganization later on, of the system of its distribution among the people. The streets and houses of the town will have to be divided into three parallel level zones or belts: high-level, middle-level, and low-level, and each zone will have to be fed from its own central main. Much of the present distributing apparatus may be utilized and expense kept down, but a large proportion of new mains will be required, if efficiency is to be attained and waste prevented. I do not know that any outlay under this head is chargeable to the Tytam water-works; but that it is a service which will before long—with a large supply in prospect—require the close attention of the Government is indubitable. The matter, however, is too large a one to be dealt with here, and must form the subject of a special report which will shortly be submitted.—I have the honour to be, Sir, your obedient servant,

J. M. PRICE, Surveyor-General.

[The portion of the report dealing with the "progress of the works" was reproduced in Thursday's issue.—ED. D. P.]

The Russian *St. Petersburg Gazette* announces that the Admiralty has decided to begin the construction of a torpedo cruiser on the French system at Nicolaieff at the commencement of next year.

One evening as Napoleon III. was at the theatre he heard that Rossini was in the house and sent for him. On entering the Imperial box Rossini apologised for his dress, which "was hardly presentable."—"Oh never mind!" interrupted the Emperor, "between us Sovereigns, you know."

Some years ago Lord Granville issued a circular complaining of the slipshod grammar of official despatches, and followed it up with a despatch of his own, which must have been written specially to illustrate the fault he had condemned. Similarly, Prince Bismarck has issued a protest against illegible signatures to official documents; and the protest gains point from the fact that Bismarck's own signature at the foot of a letter is always perfectly legible—when you know whom the letter comes from.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA SUEZ CANAL	Ancona (str.)	R. C. Murray	Hongkong	P. & O. S. N. Co.	On 24th inst., at 4 P.M.
LONDON VIA SUEZ CANAL	Achilles (str.)	Anderson	Hongkong	Butterfield & Swire	On 28th inst.
LONDON VIA SUEZ CANAL	Ningchow (str.)	G. L. Castle	Hongkong	Arnhold, Karberg & Co.	On or about 24th inst.
LONDON VIA SUEZ CANAL	Patroclus (str.)	Thompson	Hongkong	Butterfield & Swire Co.	To-morrow.
LONDON VIA SUEZ CANAL	Gleneagles (str.)	Gasson	Hongkong	Jardine, Matheson & Co.	On or about 27th inst.
LONDON AND HAMBURG	General Berthaut	Croix	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE, LONDON, &c.	Papa	Henne	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
HAVRE AND LONDON	Lucia	C. Crowley	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
MARSEILLES VIA SAIGON, &c.	Peiho (str.)	Guirand		Messageries Maritimes	On 1st Dec., at Noon.
TRIESTE, &c.	Amphitrite (str.)	C. Lazzarich	Hongkong	O. Bachrach	On 30th inst., at Noon.
NEW YORK	Samuel D. Carleton	Freeman	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	Titan	C. H. Allyn	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK	South American	Frank Fowle	Hongkong	Russell & Co.	Quick despatch.
VICTORIA, B.C.	Nanaimo	Dodd	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO VIA Y'HAMA	Oceanic (str.)			O. & O. S. S. Co.	On 26th inst., at 3 P.M.
SAN FRANCISCO VIA Y'HAMA	City of Rio (str.)			P. M. S. S. Co.	On 9th Dec., at 3 P.M.
SAN FRANCISCO	Palmyra	Minott	Hongkong	Russell & Co.	Quick despatch.
SYDNEY AND MELBURNE, &c.	Tannadice (str.)	Darke		Russell & Co.	On 2nd Dec., at 4 P.M.
SYDNEY & MELBOURNE	Timor (str.)		Hongkong	Gibb, Livingston & Co.	On 28th inst., at 4 P.M.
BOMBAY VIA STRAITS	Kashgar (str.)		Hongkong	P. & O. S. N. Co.	On 27th inst., at 2.30 P.M.
SINGAPORE	Str'ts of Gibraltar (str.)	Dewar	Hongkong	Russell & Co.	To-day, at 4 P.M.
YOKOHAMA VIA NAGASAKI, &c.	Thibet (str.)		Hongkong	P. & O. S. N. Co.	On 23rd inst., at 5 P.M.
YOKOHAMA AND HIOGO	Bengloe (str.)	Webster	Hongkong	Gibb, Livingston & Co.	To-day, at 5 P.M.
YOKOHAMA AND HIOGO	Glenlyon (str.)	Sommers	Hongkong	Jardine, Matheson & Co.	On or about 26th inst.
SHANGHAI	Titan (str.)	Brown	Hongkong	Butterfield & Swire	On 23rd inst.
SHANGHAI	Kutsang (str.)	Young	Hongkong	Jardine, Matheson & Co.	On 23rd inst., at 3 P.M.
AMOY AND SHANGHAI	Autenor (str.)	Bragg	Hongkong	Butterfield & Swire	To-morrow, Daylight.
MANILA VIA AMOY	Zafiro (str.)	Talbot	Hongkong	Russell & Co.	On 23rd inst., at 5 P.M.
SWATOW, AMOY, &c.	Thales (str.)	Pocock	Hongkong	Douglas Lapraik & Co.	To-morrow, Daylight.
SWATOW AND BANGKOK	Taichiow (str.)	J. Newton	Hongkong	Yuen Fat Hong	To-morrow, Daylight.
AMOY AND TAMSUI	Amatista (str.)	Hamlin	Hongkong	Douglas Lapraik & Co.	To-day, at Noon.
HAIPHONG	Activ (str.)	N. C. Revsbeck	Hongkong	Arnhold, Karberg & Co.	On 23rd inst., Daylight.
HAIPHONG	Crusader (str.)	T. Rowin	Hongkong	A. R. Marty	On 24th inst., Daylight.

A FATAL MISTAKE IN AMERICA.

The *Cleveland* (Ohio, U.S.A.) *Press*, of Feb 23, 1883, publishes an account of a fatal surgical operation which has caused a great commotion among medical men throughout the whole country, Dr. Thayer, the most eminent surgeon in Cleveland, pronouncing it scandalous. It appears that a Mrs. King had been suffering for many years with some disease of the stomach which had resisted the treatment of all the physicians in attendance. The disease commenced with a slight derangement of the digestion, with a poor appetite, followed by a peculiar indescribable distress in the stomach,—a feeling that has been described as a faint "all gone" sensation, a sticky, slime collecting about the teeth, causing a disagreeable taste, especially in the morning. This sensation was not removed by food, but on the contrary, it was increased. The eyes then became tinged with yellow, and were sunken. After awhile the hands and feet became cold and sticky—a cold perspiration. There was a constant tired and languid feeling. Then followed a dreadful nervousness, with gloomy forebodings. When rising suddenly there came a dizzy feeling like vertigo. After a time the bowels became costive, so that it was difficult to procure a movement without a cathartic. Soon followed a disposition to spit up the food after eating, sometimes in a sour, fermented condition. All this derangement caused a terrible palpitation of the heart, so as to make the breathing difficult. Finally, the patient was unable to retain any food whatever, and there was constant pain in the abdomen. All prescribed remedies failing to give relief a consultation was held, when it was decided that the patient had a cancer in the stomach, and, in order to save the patient's life, an operation was justifiable. Accordingly, on Feb. 22, 1883, the operation was performed by Dr. Vance, in the presence of Dr. Tuckerman, Dr. Perrier, Dr. Arms, Dr. Gordon, Dr. Lupner, and Dr. Halliwell, of the Police Board. The operation consisted in laying open the cavity of the abdomen and exposing the stomach, bowels, liver, and pancreas. When this had been done, an examination of the organs was made, but, to the horror and dismay of the doctors, there was no cancer to be found. The patient did not have a cancer. When too late, the medical men discovered that they had made a terrible mistake. They sewed the parts together and dressed the wound that they had made, but the poor woman sank from exhaustion and died in a few hours. How sad it must be for the husband of this poor woman to know that his wife died from the effects of a surgical operation that ought never to have been performed. If this woman had taken the proper remedy for dyspepsia (for this is what the disease really was), she would have been living to-day. Seigel's Curative Syrup, a remedy made expressly for dyspepsia or indigestion, has restored many such cases to perfect health after all other kinds of treatment have failed. The evidence of its efficacy in curing this class of cases is too voluminous to be published here, but those who read the published evidence in favour of this dyspeptic remedy do not question its convincing nature; and the article has an extensive sale. Sold by all Chemists and Medicine Venders throughout the world, and by the proprietors. A. J. White, Limited, 17, Farringdon-road, London, E.C.

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2064—1] (Signed) "Wm. Rendall."

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Captain Dewar, will be despatched for the above Port TO-DAY, the 21st inst., at FOUR P.M.
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"THALES,"
Captain Pocock, will be despatched for the above Ports TO-MORROW, the 22nd instant, at DAYLIGHT.
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General Managers.
Hongkong, 17th November, 1885. [2048

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THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
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VESSELS ON THE BERTH.

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"TITAN,"
Captain Brown, will be despatched as above on MONDAY, the 23rd inst.
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THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

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THE P. & O. S. N. Co.'s Steamship
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will leave for the above places on FRIDAY, the 27th instant, at 2.30 P.M.
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FOR LONDON VIA SUEZ CANAL.
THE Steamship
"GLENEAGLES,"
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Captain Darke, will be despatched for the above Ports on WEDNESDAY, the 2nd December, at FOUR P.M.
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Hongkong, 19th November, 1885. [2053

FOR HAVRE, LONDON, AND HAMBURG.
THE 3/3 L. H German bark
"PAPA,"
Henne, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 22nd September, 1885. [1723

FOR HAVRE AND LONDON.
THE A 1 British Bark
"LUCIA,"
C. Crowley, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 4th November, 1885. [1959

FOR LONDON AND HAMBURG.
THE 3/3 L H French Bark
"GENERAL BERTHAUT,"
Croix, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 16th October, 1885. [1860

FOR VICTORIA, B.C.
THE 3/3 L. H. British Bark
"NANAIMO,"
Dodd, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 2nd November, 1885. [1950

FOR NEW YORK.
THE 3/3 L. H. American Barque
"SAMUEL D. CARLETON,"
Captain Freeman, will have quick despatch for the above Port.
For Freight, apply to
SIEMSSEN & Co.
Hongkong, 9th October, 1885. [1822

FOR NEW YORK.
THE 3/3 L H American Ship.
"TITAN,"
C. H. Allyn, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 26th October, 1885. [1931

FOR NEW YORK.
THE Fast & Favorite American Clipper Ship
"SOUTH AMERICAN,"
Frank Fowle, Master, will load here for the above Port, and will have quick despatch.
Rate of Freight Shillings Fifteen per Ton of 40 cubic feet.
For Freight, apply to
RUSSELL & Co.
Hongkong, 6th November, 1885. [1979

VESSELS ON THE BERTH.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ANCONA," Capt. R. G. Murray, with Her Majesty's Mails, will be despatched from this for LONDON VIA BOMBAY AND SUEZ CANAL, on TUESDAY, the 24th November, at FOUR P.M.
Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.
Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed viâ Bombay *without transhipment*, arriving one week later than by the ordinary direct route via Colombo.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
N.B.—This Steamer takes Cargo and Passengers for Marseilles.
A. McIVER,
Superintendent.
Hongkong, 12th November, 1885.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VI

COMMERCIAL INTELLIGENCE.

FRIDAY, 20th November.

OPIUM.

Quotations are:—

Malwa (New).....$540 per picul, allow. of 3 to 3½ catties.
Malwa (Old).....$550 per picul, allow. of 3½ to 4½ catties.
Patna (New).....$582½ per chest.
Benares (New)..... 552½ " "
Benares (Old)..... 525 nom. " "

EXCHANGE.

ON LONDON.—
Telegraphic Transfer.....3/4½
Bank Bills, on demand.....3/4½
Bank Bills, at 30 days' sight.....3/5
Bank Bills, at 4 months' sight.....3/5½
Credits, at 4 months' sight.....3/5½
Documentary Bills, at 4 months' sight.....3/5½

ON PARIS.—
Bank Bills, on demand.....4.30
Credits, at 4 months' sight.....4.38

ON NEW YORK.—
Bank Bills, on demand.....83½
Credits, 60 days' sight.....84½

ON BOMBAY.—
Telegraphic Transfer.....224½
Bank, on demand.....225

ON CALCUTTA.—
Telegraphic Transfer.....224½
Bank, on demand.....225

ON SHANGHAI.—
Bank, at sight.....73½
Private, 30 days' sight.....74½

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—161 per cent. premium.
Union Insurance Society of Canton, Limited—$450 per share.
China Traders' Insurance Company's Shares—362 per share.
North China Insurance—Tls. 300 per share.
Yangtsze Insurance Association—Tls. 122 per share.
Chinese Insurance Company, Limited—$170 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$80 per share.
Hongkong Fire Insurance Company's Shares—$370 per share.
China Fire Insurance Company's Shares—$76 per share.
Hongkong and Whampoa Dock Company's Shares—68 per cent. prem.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$56 per share premium.
Indo-China Steam Navigation Co.'s Shares—5 per cent. discount.
China and Manila Steamship Company, Limited—30 per cent. discount, nominal.
Douglas Steamship Company, Limited—$48 per share.
Hongkong Gas Company's Shares—$90 per share.
Hongkong Hotel Company's Shares—$155 per share.
China Sugar Refining Company, Limited—$82 per share.
China Sugar Refining Company (Debentures)—1 per cent. premium nominal.
Luzon Sugar Refining Company, Limited—$80 per share.
Hongkong Ice Company's Shares—$165 per share.
Hongkong and China Bakery Company, Limited—$120 per share.
Perak Tin Mining and Smelting Company—$20 per share.
Pahjom and Sunghio Dun Samatan Mining Company, Limited—$7 per share.
Selangor Tin Mining Company—$13 per share.
Perak Sugar Cultivation Company—Tls. 25 per share.
Hongkong Rope Manufacturing Company, Limited—$87 per share.
Hongkong and Macao Glass Manufacturing Co., Limited.—Par, nominal.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—5 per cent. premium.
Chinese Imperial Loan of 1884 C—5 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

November 20th.

Thermometer—8 A.M.	67
Thermometer—1 P.M.	72
Thermometer—4 P.M.	71
Thermometer—9 A.M. (Wet bulb)	59
Thermometer—1 P.M. (Wet bulb)	68
Thermometer—4 P.M. (Wet bulb)	62
Thermometer—Maximum	72
Thermometer—Minimum (open night)	66

HONGKONG TIDE-TABLE.

21st to 27th November, 1885.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
		h m	ft. in	h m	ft. in
Sa.	21	m 9 52	5 4	m 3 12	0 0
		8 12 a	5 8	9 36 a	1 0
S.	22	m 9 27	3 3	m 2 59	−1 7
		9 23 a	6 3	3 14 a	1 2
M.	23	m 10 21	3 3	m 3 46	−1 0
		9 23 a	6 3	3 53 a	1 5
Tu.	24	m 11 16	3 1	m 4 33	−1 3
		10 0 a	6 3	4 33 a	1 7
W.	25	0 12 a	3 1	m 5 19	−1 2
		10 39 a	6 1	4 1 a	1 10
Th.	26	1 0 a	3 11	m 5 7	−1 0
		11 59 a	5 9	4 57 a	2 1
F.	27	2 8 a	3 10	m 5 57	−0 9
				5 49 a	2 3

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (−) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

CHINA COAST METEOROLOGICAL REGISTER.

16th November, 1885, at 4 P.M.

STATION.	Barometer (red. to sea level) 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.95	83	61	ESE	1	b	—
Haiphong	30.14	70	65	N	2	o	—
Hongkong	30.15	75	45	NNE	3	c	—
Amoy	30.34	64	65	NE	1	o	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	30.17	—	—	N	2	—	—
Wladiwostock	30.03	27	—	—	0	b	—

24th November, 1885, at 10 A.M.

STATION.	Barometer (red. to sea level) 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	30.05	64	72	W	1	b	—
Haiphong	30.23	63	65	NE	1	o	—
Hongkong	30.30	69	47	NE	1	o	—
Amoy	30.43	62	56	NE	2	o	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	30.32	—	—	E	1	—	0.92
Wladiwostock	29.92	29	72	W	3	o	—

The Barometer has risen and gradients for N.E. winds have increased. The temperature and humidity are low and the weather cloudy but fine.

W. DOBERCK.

Hongkong Observatory, 20th November, 1885.

METEOROLOGICAL REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.15	30.30	30.20
Temperature	75	69	69
Humidity	45	47	52
Direction of wind	N.N.E.	N.E.	E.
Force of wind	2	1	2
Weather	o.	o.	o.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF WIND to Two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 20th November, 1885.

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STEAM LAUNCH CO.,

Have always on hand a supply of the best COAL for HOUSES, STEAMERS, & SHIPS, at MODERATE TERMS.

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HONGKONG.

Hongkong, 17th September, 1885. [1689

FOR SALE.

FOR SALE.

A NEW COTTAGE PIANO with METAL FRAME. Price, $175.

Apply to. Y.,
Care of this Paper.

Hongkong, 17th November, 1885. [2044

FOR SALE.

WILL you Smoke FINE and at the same time CHEAP CIGARS?

If so, ask for NUEVO HABANOS; Cases of 500 Cigars at SIX DOLLARS each at

E. CASSUMBHOY,
Furniture Store.

Hongkong, 17th August, 1885. [23

BARGAIN.

FIRE PROOF SAFE.

DEED OR BULLION SAFE just imported, CHUBB'S LOCKS DUPLICATE KEYS. Size of Safe 60" by 46" by 28."

J. M. ARMSTRONG.

Hongkong, 24th July, 1885. [1354

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THE COMPLETE PLANT AND MACHINERY FOR A SUGAR REFINERY, BY

Messrs. SHEARS AND SONS, of London.

This Machinery is quite new, and will be sold a bargain.

For Full Particulars, apply to

REMEDIOS & Co.

Hongkong, 5th Novembber, 1885. [1971

FOR SALE.

CHAMPAGNE "MONOPOLE."

—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. RED FOIL "SEC" (dry).
Do. GOLD FOIL "DRY" (extra dry).

CARLOWITZ & Co.,

Sole Agents for HEIDSIECK & Co., REIMS, For Hongkong, China, and the East.

Hongkong, 1st July, 1885. [1209

J. AND R. TENNENT' ALES and PORTER.

DAVID CORSAR & SONS' CANVAS.
Merchant Navy
Navy Boiled
Long Flax
Crown

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [19

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all Stationers and Dealers. [980

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880, WHITE SEAL.

$19..... per case of 1 dozen quarts.
$20..... per case of 2 dozen pints.

GRAND VIN CHATEAU LEOVILLE.

$24.....per case of 1 dozen quarts.

CHATEAU LAROSE.

$12.....per case of 1 dozen quarts.

PONTET CANET.

$9.50.....per case of 1 dozen quarts.

PALMER MARGAUX.

$7.50.....per case of 1 dozen quarts.
$8.50.....per case of 2 dozen pints.

LORMONT.

$5.....per case of 1 dozen quarts.
$6.....per case of 2 dozen pints.

ALSO

CUTLER PALMER & Co.'s WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [18

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PORT.....SACCONES Bottled by Do.
CLARETS.....ST. ESTEPHE, "CHATEAU LAGRANGE" "CHATEAU LAROSE," "MEDOC," "ST. JULIEN," "MARGAUX," &c., from $4.50 to $16 per dozen.
STILL HOCK, "STILL ERBACH," 1874.
CHAMPAGNE "VEUVE HUET," "CARTE D'OR."
BURGUNDY.
BRANDY.....*, **, and ***.
WHISKY.....ISLAY BLEND," "R. O. SPECIAL," "LAGAVULIN" Bottled by MACKIE & Co., Glasgow.
STOUT.....GUINNESS'S EXTRA, Pts. & Qts.; Bottled by DUBLIN STOUT Co.
ALE.....BASS & Co., Pale, Pts. & Qts.; Bottled by DUBLIN STOUT Co.
BEER.....LAGER "KRONPRINZ."
SCALES.....Platform, 600 lbs. to 1,000 lbs. The HOWE SCALE Co.
MACHINERY...DRILLING, PLANING, LATHES, &c., LOUDON BROS., Glasgow.
PAINTS, OILS, AND VARNISHES—Goodlass, Wall & Co., Liverpool.
EAU DE COLOGNE; Bottled by JOHANN MARIA FARINA.

Apply to

W. G. HUMPHREYS & Co., Bank Buildings.
Sole Agents for China.

Hongkong, 2nd July, 1885. [29

NOW ON SALE.

THE CHRONICLE & DIRECTORY for

Hongkong. Cochin-China.
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Rules of Supreme Court.
Hongkong Code of Civil Procedure.
The New Stamp Duties.
Trade Regulations.
Customs Tariffs.

&c., &c., &c.

TO maintain the high standard quality that our well known FOUR STAR COGNAC has for many years been celebrated for, we regret that our friends in Hongkong, owing to depreciation of Silver, cannot offer it for less than $12, allowing discount to resellers. We are confident that British Residents in China would prefer that we should maintain the reputation for excellence that our Brandy has earned. Our FOUR STAR quality is held by our esteemed friends Messrs. JARDINE, MATHESON & Co. and Messrs. SIEMSSEN & Co. for Sale, who have also to offer several Wines of our Shipping.

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ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [20

PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA.

HOLLIDAY WISE & Co.

Hongkong, 11th April, 1883. [1835

TO BE LET.

TO LET.

COLLEGE CHAMBERS (late HOTEL DE L'UNIVERS) Single Rooms or Suites of Apartments.

No. 4, OLD BAILY STREET.
No. 8, SEYMOUR TERRACE.

Apply to.

DAVID SASSOON, SONS & Co.

Hongkong, 23rd June, 1885. [31

TO LET OR FOR SALE.

HOUSE No. 11, MOSQUE JUNCTION.

Apply to J. A. DE CARVALHO.

Hongkong, 19th November, 1885. [2055

TO LET.

THE BUNGALOW with LAWN TENNIS GROUND and GARDEN, at Dock Bay, Kowloon.

Apply to I. P. MADAR, Victoria Hotel.

Hongkong, 18th November, 1885. [2051

TO BE LET.

THE NEWLY BUILT BUNGALOW "RHEDA," on Bonham Road, above Westborne Villas; FIVE GOOD ROOMS, OUT OFFICES, and SMALL GARDEN.

Apply to LINSTEAD & DAVIS.

Hongkong, 3rd September, 1885. [1608

TO BE LET.

HOUSE in ELGIN STREET—6 ROOMS and OUT-HOUSES.

No. 9, MOSQUE TERRACE.

OFFICES and DWELLING in Queen's Road Central.

GODOWN, Water Frontage.

LINSTEAD & DAVIS.

Hongkong, 22nd October, 1885. [1446

TO LET.

OFFICES AND CHAMBERS, No. 7, QUEEN'S ROAD, lately occupied by Messrs. JARDINE, MATHESON & Co.

Apply to BIRD & PALMER,

Who will exhibit Plans and arrange Offices to suit applicants.

Hongkong, 9th April, 1885. [717

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 1st February, 1882. [32

TO LET.

HOUSE No. 18, ELGIN STREET. Possession 1st December, 1885. Rent $30 a month.

Apply to A. F. ALVES.

Hongkong, 3rd November, 1885. [1956

TO BE LET.

NO. 4, RICHMOND TERRACE.

A COMFORTABLE DWELLING HOUSE, Cool in Summer, pleasantly situated and commanding picturesque views.—TENNIS COURT.

Apply to J. D. HUMPHREYS.

Hongkong, 3rd November, 1885. [1957

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

ALSO

Entire GODOWNS to be LET

Apply to MEYER & Co.

Hongkong, 3rd March, 1881. [1031

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IMMEDIATE POSSESSION.

THE DETACHED RESIDENCE known as "CRAIGENGOWER," Caine Road. Terms Moderate.

Apply to HO KAI,
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Queen's Road.

Hongkong, 30th October, 1885. [1430

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PRIX D'ABONNEMENT:

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CONDITIONS:

Toute demande d'abonnement doit être accompagnée d'un mandat sur la poste ou autre à vue sur Bruxelles, Paris ou Londres. Les abonnements commencent le 1er ou 16 de chaque mois.

Envoi *gratuit* de *deux numeros* spécimens à toute personne qui en adressera la demande ecrite à l'administration, 9, RUE D'ARGENT, Bruxelles.

TOUT ABONNE d'une *année à dater du 1er janvier* 1886 recevra dès à present

GRATUITEMENT

et à titre de prime, le journal jusqu'au debut de sa periode d'abonnement. [216

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH "MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 20th October, 1885.

WEEK DAYS. Leaves Kowloon	Leaves Hongkong	SUNDAYS. Leaves Kowloon	Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	*10.15 "	10.30 "	12.00 NOON.
*10.45 "	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 "	1.30 "	2.00 "
1.30 "	2.00 "	2.30 "	3.00 "
2.20 "	3.00 "	3.30 "	4.00 "
3.30 "	4.00 "	4.15 "	4.30 "
4.15 "	4.30 "	4.50 "	5.10 "
4.50 "	5.10 "	5.25 "	5.45 "
5.25 "	5.40 "	6.15 "	6.40 "
6.15 "	6.45 "	7.00 "	
7.00 "			

*There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [30

£1 TO £4 per day to be made by persons of either sex, in their own localities, at work for us. New business. All meet with wonderful success. Any one can do the work. Capital not required. We will start you. Outfit worth £1 mailed free. The employment is particularly adapted to the region in which this publication circulates. Boys and girls earn nearly as much as men. Full particulars and instructions mailed free. Now is the time—don't delay, but write to us at once. Address STINSON & Co., Portland Maine, United States. [351

AFONG, PHOTOGRAPHER

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IVORY MINIATURES of Superior Excellence and High Finish, painted under careful Supervision.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily. [47

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 20TH NOV., 1885.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$85.00 to 87.50
Cotton Yarn, No. 28 to 32, per 400 lbs.	$96.50 to 97.50
Cotton Yarn, No. 38 to 42, per 400 lbs.	$103.50 to 105.00
Cotton Yarn, Bombay	$67.50 to 74.00
Chintz, per piece	70 to 1.75
Dyed Spotted Shirtings, per piece	$2.00 to 2.35
Dyed Brocades Shirtings, per piece	$2.65 to 3.70
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.60
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.02
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
Grey T-Cloths, 24yds. & 32 in. 8lbs. p. pc.	$1.20 to 1.25
Grey T-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.40
Grey T-Cloths, 34yds 36in 8lbs. XO p. pc.	$1.50 to 1.55
Grey T-Cloths, 34yds 36in 8lbs. VV p. pc.	$2.30 to 2.35
Grey T-Cloths, 34yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.75
White Shirtings, 54 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.65
White Shirtings, 68 to 80 reed, per piece	$2.60 to 2.80
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, SF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.75 to 6.70
Long Ells, MM Assorted, per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$ 6.70 to 6.75
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.25 to 6.30
Lead, WB, per picul	$4.40 to 4.55
Lead, LR, per picul	$4.72 to 4.75
Lead, Hole Shop, per picul	$4.70 to 4.72
Quicksilver, English, per picul	$71.00 to 61.50
Quicksilver, American, per picul	$61.00 to 61.40
Steel, English, per tub	$3.45 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$22.00 to 22.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 2.18
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 35.00
Boss Wax, Japan, White, per picul	$17.20 to 17.50
Boss Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Boss Wax, White, per picul	$72.50 to 73.00
Birds' Nests, 1st quality, per picul	$1,650 to 2,400
Birds' Nests, 2nd quality, per picul	$650 to 785
Birds' Nests, 3rd quality, per picul	$75.00 to 200
Buffalo Cow Hides	$7.60 to 8.00

PRODUCE.

Camphor, packed, per picul	$12.70 to 13.50
Camphor, Barcos, clean, per picul	$3,500 to 3,600
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamoms, Superior	$125 to 135
Cardamoms, Inferior, per picul	$32.00 to 23.00
Coals, Ankat, per ton	— to —
Coals, English steam, per ton	$9.50 to 10.40
Coals, Sydney, per ton	$24.0 to —
Coffee, per picul	$22.25 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.50 to 16.30
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$16.20 to 16.60
Cotton, Shanghai, per picul	$16.80 to 17.00
Cotton, Shantung, per picul	$16.20 to 16.70
Cotton, Tientsin, per picul	$17.00 to 17.20
Cotton, Tungchow, per picul	$17.50 to 18.00
Cotton Seeds, Saigon	$4.30 to 4.50
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Channhow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.2.5 to 2.0.7
Dates, Red, per picul	Tls. 2.2.5 to 2.3.5
Dried Lily Flowers	$7.65 to 7.75
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.50 to 1.55
Flour, American, per barrel of 100 lbs.	$3.20 to 3.30
Flour, American, per barrel of 200 lbs.	$6.3 to 6.45
Fungus	$29.00 to 30.00
Ginseng, American, 1st quality, p. picul	$200 to 285
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$33.00 to 37.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.0 to 48.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to .80
Oil, per picul	$6.00 to 6.0.0
Peas, White, per picul	$2.15 to 2.00
Peas, Green, per picul	$2.25 to 2.20
Peas, Black, per picul	$2.15 to 2.15
Peas, Yellow, per picul	$2.07 to 2.12
Peas, Green Beans, per picul	$2.15 to 2.31
Pearl Barley, per picul	8.50 to 7.80
Rice, Siam, No. 1, per picul	$1.82 to 1.90
Rice, Siam, No. 2, per picul	$1.70 to 1.72
Rice, Siam, milled No. 1, per picul	$1.64 to 1.65
Rice, Siam, milled No. 2, per picul	$1.40 to 1.42
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.72 to 1.74
Rice, Saigon, Straw bags	$1.70 to 1.70
Seaweed, Green, per picul	$1.95 to 2.00
Seaweed, Cut, per picul	$2.35 to 2.40
Seaweed, White, per picul	$4.95 to 5.10
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.0
Sharksfins, per picul	$82.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 38.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.5
Straits Produce, &c.—	
Betel Nut, per picul	$4.17 to 4.20
Pepper, White, per picul	$27.40 to 27.70
Pepper, Black, per picul	$18.80 to 19.50
Rattan, Straits, per picul	$5.25 to 5.45
Rattans, Bangar, per picul	$4.25 to 4.50
Sandal Wood, Malabar, per picul	$7.95 to 4.00
Sandal Wood, South Seas, per picul	$17.00 to 17.50
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shak-lung, White, No. 1, p. pol.	$5.32 to 5.54
Sugar, Shak-lung, White, No. 2, p. pol.	$4.62 to 4.87
Sugar, Shak-lung, Brown, per picul	$ 3.37 to 3.54
Sugar Candy, Shak-lung, per picul	$3.65 to 3.67
Sugar Candy, Foochow, per picul	$3.77 to 3.75
Sugar Candy, Swatow, White, per picul	$3.94 to 5.45
Vermicelli, Tientsin, per picul	$7.50 to 7.7
Wood Oil, per picul	Tls. 6.3.0 to 6.3.0
Window Glass, per box	3.15 to 3.25

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Amatista	Nov. 17	Hamlie	Brit. str	522	Douglas Lapraik & Co	Tamsui
Anger	Nov. 12	Pinkham	Brit. str	2077	Adamson, Bell & Co	
Antenor	Nov. 20	J. T. Bragg	Brit. str	1376	Butterfield & Swire	
Ashington	Nov. 14	Heaworth	Brit. str	809	Siemssen & Co	
Bellona	Oct. 26	Schnefer	Ger. str	1120	Siemssen & Co	
Bengloe	Nov. 20	Webster	Brit. str	1198	Gibb, Livingston & Co	
Camorta	Oct. 15	Oreillo	Dut. str	1391	Jardine, Matheson & Co	Amoy
Cleero	Nov. 4	George	Brit. str	1030	Arnhold, Karberg & Co	
Clara	Nov. 4	Timm	Ger. str	674	Siemssen & Co	
Deuteros	Nov. 17	Luthjens	Ger. str	1193	H. J. H. Tripp	
Dicky	Oct. 13	Hoohrenter	Ger. str	1 6	Wieler & Co	
Euphrates	Oct. 22	Mitchell	Brit. str	1300	Russell & Co	
Fame	—	Stonani	Brit. str	117	H. & W. Dock Co.	
Galveston	Nov. 9	W. Chater	Brit. str	1391	Arnhold, Karberg & Co	
Glenfruin	Oct. 16	Norman	Brit. str	1395	Jardine, Matheson & Co	
Grafton	Nov. 2	Seaborne	Brit. str	1158	Captain	
Gulf of Suez	Oct. 26	H. Laws	Brit. str	1014	Adamson, Bell & Co	
Honkow	—	Deville	Brit. str	2235	Butterfield & Swire	Canton
Heron	—	Oberg	Brit. str	—	Pustau & Co	
Honam	—	H. E. Clarke	Brit. str	1341	H. C. & M. Steamboat Co	Canton
Iduna	Nov. 9	N. Emcke	Ger. str	297	Ed. Schellhass & Co	
Iolani	Nov. 15	E. Allason	Brit. str	981	Gibb, Livingston & Co	
Killarney	Oct. 31	H. O'Neill	Brit. str	1060	Captain	
Kinkiang	—	A. H. Benaine	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kwong-wai	Nov. 7	J. W. Lowson	Chi. str	400	Chinese Government	
Loire Inferieure	Nov. 8	Pillivuyt	Fr. str	532	Captain	
Lorne	Nov. 20	Hunter	Brit. str	1034	Tang Kee & Co	
Namoa	Nov. 20	G. Westoby	Brit. str	833	Douglas Lapraik & Co	Coast Ports
Nam-wan	Oct. 30	Garceau	Fr. str	472	A. B. Marty	
Oceanic	Nov. 13	Metcalfe	Brit. str	1808	O. & O. S. S. Co	S. Francisco
Pasig	Sept. 1	Fernandez	Span. str	284	Remedios & Co	
Patroclus	Nov. 20	Thompson	Brit. str	1386	Butterfield & Swire	
Pilot Fish	June 3	Robinson	Brit. str	161	Captain	
Powan	—	S. W. Goggin	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Prinz Georg	Nov. 20	H. Pleff	Ger. str	2391	Russell & Co	
Protea	Nov. 19	Sorensen	Ger. str	1093	Ed. Schellhass & Co	
Signal	Nov. 19	Hundewadt	Ger. str	384	Siemssen & Co	
Taichiow	Nov. 16	Newton	Brit. str	862	Yuen Fat